The Hong Kong Daily Press.

No. 8355 第八千三百五十五號 光緒十年八月十三日 HONGKONG, WEDNESDAY, OCTOBER 1st, 1884. 禮拜三 香港英十月壹號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

September 29, WESTMEATH, British steamer, 2,095, A. Stonehouse, Saigon 25th September, Rice and General.—ADAMSON, BELL & Co.

September 30, NAMVIAN, British steamer, 472, A. Garcean, Haiphong 26th September, and Pakhoi 27th, General.—A. R. MARTY.

September 30, FU-SHUN, American str., 1,504, Croad, Shanghai 27th September, General.—RUSSELL & Co.

September 30, VICTORIA, British str., 1,531, J. B. Shield, Saigon 25th September, General.—SIEMSSEN & Co.

September 30, AMOY, British steamer, 814, St. John, Newchwang 16th September, and Chefoo 18th, General.—SIEMSSEN & Co.

September 30, UPPINGHAM, British str., 1,431, Newcomb, Antwerp 24th July, and Saigon 23rd September, General.—MELCHERS & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
30TH SEPTEMBER.

Whampoa, British str., for Foochow.
Emuy, Spanish str., for Amoy.
Cassandra, German str., for Whampoa.

DEPARTURES.

September 30, CHAMRON KAMRYE, Siamese bark, for Bangkok.
September 30, EMUY, Spanish str., for Amoy.
September 30, NAMOA, British steamer, for East Coast.
September 30, GLENGARRY, British steamer, for Shanghai.
September 30, WHAMPOA, British steamer, for Foochow.

PASSENGERS.

ARRIVED.

Per *Victoria*, str., from Saigon.—162 Chinese.
Per *Westmeath*, str., from Saigon.—Mr. Vincent, and 180 Chinese.
Per *Namvian*, str., from Haiphong, &c.—13 Chinese.
Per *Fushun*, str., from Shanghai.—160 Chinese.
Per *Uppingham*, str., from Antwerp, &c.—Mr. H. W. Pembroke, and 4 Chinese.

REPORTS.

The British steamer *Westmeath* reports left Saigon on the 25th inst., and had light airs up to 17 N.; from thence to port strong N.E. winds with rough sea.

The British steamer *Victoria* reports left Saigon on the 25th inst., and had fine weather with light variable winds till abreast of the Paracels; from thence to port strong N.E. to E.N.E. winds and strong N.E. sea. On the 29th inst. sighted the str. *Uppingham*, in lat. 20.51 N., long. 113.3 E., from Saigon bound to Hongkong, 6 days out.

The British steamer *Amoy*, which arrived here yesterday from Newchwang, reports:—Left Newchwang on the 16th inst., and Chefoo 18th, and had pleasant breeze and cloudy sky to Bonham; from thence commenced an increasing gale on the 20th and 21st; at 11 p.m. laid ship to heading N.E. with a heavy N.E. gale and heavy squalls with a heavy cross sea; on 22nd continuation of heavy storm, which at 7 a.m. typhoon being at its height, shipped two heavy successive seas partly throwing ship on her beam ends and shifted the cargo; 11 a.m., storm having abated barometer still going down; noon, wind and sea greatly moderated; when at 3 p.m. got suddenly struck with the recurve of the typhoon from the West raising a furious sea from all parts, the vessel continually covered with heavy seas and causing great damages to the vessel; 6 p.m., typhoon being at its height barometer rising; 8 p.m. weather moderating; midnight moderate breeze and cloudy weather; 3 a.m. steamed ahead for a port. On Saturday, 27th inst., sailed from Foochow, strong N.E. wind and stormy looking sky; anchored under Matsou for the night. 6 a.m. on Sunday left for Hongkong, strong N.E. wind and cloudy to Chapel Island; from thence to port pleasant breeze and cloudy sky. Lowest reading of the barometer 29.24.

SHANGHAI SHIPPING.

September— ARRIVALS.
19, Kung Wo, British str., from Hankow.
19, Fungshun, American str., from Tientsin.
19, Activ, Danish str., from Hankow.
19, Yangtsze, British str., from Hongkong.
20, Kiang-teen, American str., from Ningpo.
20, Yungning, Amr. str., from Wenchow.
20, Oopack, British str., from London.
20, Kiang-kwan, American str., from Hankow.
20, Seewo, British str., from Amoy.
20, Yung-ching, American str., from Swatow.
21, El Dorado, British str., from Tientsin.
21, Chung King, British str., from Tientsin.
21, Pekin, British str., from Hankow.
21, Ichang, British str., from Ningpo.
21, Teddington, British str., from London.
21, Ossipee, U.S. corvette, from Hongkong.
22, Yuen Wo, British str., from Hankow.
22, Wenchow, British str., from Tientsin.
23, Kiang-yung, American str., from Hankow.
24, Kiang-teen, American str., from Ningpo.
24, Kowshing, British str., from Tientsin.
24, Pautah, American str., from Tientsin.
24, Afghan, British str., from Kobe.
24, Ingeborg, British str., from Nagasaki.
24, Ingo, German str., from Nagasaki.
24, Tokio Maru, Japanese str., from Japan.

September— DEPARTURES.
19, Wuchang, British str., for Chefoo.
19, Swatow, British str., for Chefoo.
19, Hao-ting, Chinese str., for Chefoo.
19, Kiang-foo, American str., for Hankow.
19, Ichang, British str., for Ningpo.
19, Hideyoshi Maru, Jap. str., for Kinotzu.
20, Sin Nanzing, British str., for Chefoo.
20, Shanghai, British str., for Hankow.
20, Ningpo, British str., for Hongkong.
20, Agamemnon, British str., for London.
20, Kiang-teen, American str., for Ningpo.
21, Rohilla, British str., for Hongkong.
21, Fungshun, American str., for Chefoo.
21, Taiwo, British str., for Hankow.
21, Saal, British str., for Hankow.
21, Hae-shin, American str., for Foochow.
21, Chefoo, British str., for Amoy.
21, Lee-yuen, American str., for Tientsin.
21, Palos, U.S. gunboat, from Yangtsze.
22, Ichang, British str., for Ningpo.
23, Chungking, British str., for Chefoo.
24, Kiang-kwan, American str., for Hankow.
24, See-wo, British str., for Swatow.
24, Pekin, British str., for Hankow.
24, Yungning, American str., for Wenchow.
24, Kiang-teen, American str., for Ningpo.

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Joe Rauers	Cardiff	May 7
P. N. Blanchard	Cardiff	May 26
August	Hamburg	May 27
H.M.S. Firebrand	Plymouth	May 30
John C. Munro	London	June 10
Livingstone	Hamburg	June 17
Commodore	Cardiff	June 19
Miako	London	June 28
Imperial	Penarth	June 29
H.M.S. Wanderer	Plymouth	July 1
Nithsdale (s.)	Greenock	July 5
Grecian	Cardiff	July 13
Northampton (s.)	London	July 14
Moray (s.)	Cardiff	July 19
Omi Maru (s.)	Middlesborough	July 19
Kaiwan (s.)	Glasgow	July 22
Elizabeth	Liverpool via Cardiff	July 23
Invincible	Cardiff	July 25
Matsu Maru (s.)	Greenock	July 29
Eliz. Nicholson	Cardiff	Aug. 4
Albany (s.)	London	Aug. 9
Cascapedia (s.)	London	Aug. 9
Glenfalloch (s.)	Greenock	Aug. 9
Tantallon (s.)	London	Aug. 9
Idzuna Maru (s.)	Glasgow	Aug. 15
Titania	London	Aug. 18
Ulysses (s.)	London	Aug. 19

INTIMATIONS.

LANE, CRAWFORD & Co.

Beg to announce that they have now opened their NEW FURNISHING and HOUSEHOLD DRAPERY DEPARTMENTS with a very large Stock of entirely New Goods specially selected for the present Season, Consisting of:—

Brussels Carpets, Best-five-frame quality of pure Wools, fast dyes, and this year's choicest designs.
Brussels 2nd quality, and Tapestry Carpets, durable, moderate in price, and the newest patterns.
Kensington Carpets from $17 each; these are woven in one piece, bordered, fringed and reversible; they are most artistic and very suitable for reception and Bed Rooms.
A very large Assortment of Axminster, Velvet, and Sheepskin Hearth Rugs, Velvet and Centre Carpets in all the latest designs.
The New English and French Tapestries for Curtains and Covering Furniture. The Mexican Tapestries from $1 per yard. A large stock of newest Reps and Damasks.
Cretonnes—A carefully selected Stock of Gobelin Tapestry, Crêpe Cretonnes, and Reversible Cretonnes in Art designs.
Brass and Iron Bedsteads and Children's Cots in great variety.
The Patent Woven Wire and the Excelsior Spring Mattresses in all sizes.
Bedding of all descriptions, carefully manufactured and of guaranteed quality.
Household Linen—A very large Stock of the best Table Damask, Linen and Cotton Sheetings, Quilts, Counterpanes, Blankets, &c., at low prices.
Eider-down Quilts and Pillows in great variety.
Estimates given for furnishing throughout or re-covering Furniture.

LANE, CRAWFORD & Co.
Hongkong, 15th September, 1884. [32

KELLY AND WALSH have for Sale the following Popular and Standard

WORKS ON GARDENING.

Thomson's Gardener's Assistant.
Beeton's Book of Garden Management.
London's Horticulturalist.
Hole's Book about Roses.
Beeton's All about Gardening.
Wood's The Forcing Garden.
Henderson's Gardening for Profit.
Prior's Roses and their Culture.
Du Breuil and Glenny's Fruit Trees.
Wood's The Ladies Multum in Parvo Flower Garden.
Sidney Hibbert's Profitable Gardening.
Bunyard's Fruit Farming for Profit.
Foster on the Art of Gardening.
Wood's Multum in Parvo Gardening.
Hope's Gardens and Woodlands.
Johnson's How Crops Grow.
Johnson's How Crops feed.
Fish's The Hardy Fruit Book.
Bentham's Flora Hongkongensis, a description of the Flowering Plants and Ferns of Hongkong.
Robinson's The Wild Garden.

KELLY & WALSH.—HONGKONG. [25

W. BREWER has just received from America

The Domestic Type Writer.
Wilcox's Target Guns, a capital Gun for Boys.
500 Lovell's Library the best and cheapest series of American Reprints.
500 Seaside Library, all the newest.
The Concert Autophone.
All Ditson's Collections of Music.
A quantity of beautiful subjects in Engravings very cheap.
A New Shipment of Kenney Bros. Cigarettes.
Cheaper Stylographic Pens.
A New Estey Organ specially adapted for the climate.
A quantity of real Novelties in Mechanical and other Toys.
A quantity of Novelties such as Distorting Mirrors, Magic Fans, Cabinets of Magic, Trick Cards, &c.
A fine selection of Artistic Goods "Ideal Heads," Panels, &c.
Framed Statuary Pictures.—Very beautiful.
New Satin Birthday Cards.
Quantities of New Books.

W. BREWER, Queen's Road.
26]

AFONG, PHOTOGRAPHER

Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased from his Studio or Messrs. KELLY & WALSH'S Store.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily.

Also,

A Complete Set of PHOTOGRAPHIC VIEWS of Macao with the "Great Procession" in honour of the God of War. Also some VIEWS of the late Grand Parade on Queen's Birthday.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.

STUDIO, QUEEN'S ROAD.
Nearly opposite the Hongkong Hotel. [45

AFONG, PHOTOGRAPHER, Queen's Road,

Begs to inform the Residents of Victoria and the Public generally that he has secured the assistance of an experienced European Operator in Mr. ROBERT DOUGLAS, whose Artistic Portraiture is well known in China.

N.B.—Mr. DOUGLAS intends to introduce all the leading improvements in Modern Photography.

Hongkong, 25th August, 1884. [1583

HOTEL DE L'UNIVERS,
WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he has re-opened the HOTEL DE L'UNIVERS.

The whole of the Rooms have been NEWLY FURNISHED throughout, and there are Rooms suitable for either Married Couples or Single persons.

The TABLE is supplied with the best the market can provide.

The WINES and LIQUORS supplied, both at the bar and table, are of the VERY BEST BRANDS.

Gentlemen desirous of taking meals, such as TIFFINS and DINNERS, can have all requisite information by applying to

GEORGE STAINFIELD, Proprietor.
Hongkong, 28th February, 1884. [448

NOTICES OF FIRMS.

NOTICE.

THE Interest and Responsibility of Mr. ALFRED THOMAS MANGER in our Firm Ceased on the 30th day of June, 1884.

DOUGLAS LAPRAIK & Co.
Hongkong, 24th September, 1884. [1791

NOTICE.

MR. LOUIS JUDELL Ceases to Sign our Firm on account of leaving China, and we have authorized MR. OSCAR NOODT to Sign our Firm's name from this date.

HERTON & Co.
Pakhoi, Hoihow, } 15th September, 1884. [1806

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,400,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	400,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—A. P. McEWEN, Esq.
Deputy Chairman—Hon. F. D. SASSOON

H. L. Dalrymple, Esq.	A. McIver, Esq.
H. Hoppius, Esq.	M. E. Sassoon, Esq.
M. Grote, Esq.	W. H. Forbes, Esq.
Hon. W. Keswick.	C. D. Bottomley, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Hongkong, 25th August, 1884. [7

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct Security for the repayment of sums deposited in the above Bank.

3.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $1,500 in any one year.

4.—Deposits may be made on behalf of relations, of Trusts, &c., in addition to the Depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values.

8.—Interest at the rate of 3½ per cent per annum will be allowed to Depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked ON HONGKONG SAVINGS BANK BUSINESS, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings Bank are exempt from Stamp Duty.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.

WITH Reference to the above, business will be commenced on the 1st May, 1884.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 26th April, 1884. [844

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

INCORPORATED IN LONDON on 18th July, 1884.
UNDER THE COMPANIES ACT 1862 to 1863.

CAPITAL £2,000,000 IN 200,000 SHARES OF £10 EACH.

LONDON BANKERS.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on terms which may be learnt on application.

J. MELVILLE MATSON, Manager.
Hongkong, 15th September, 1882. [1724

NOTICE.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS of NOTES of the ORIENTAL BANK CORPORATION (HONGKONG BRANCH) are hereby requested to present them to the LIQUIDATORS of the Bank, when they will be given in Exchange a Certificate of the Value of the Notes deposited.

HOLDERS of NOTES will be required to furnish to the Liquidators of the Bank, a schedule, in duplicate, giving the date of Issue, Number, and amount of each Note produced.

Forms of Schedule may be had on application at the OFFICE of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.

For the OFFICIAL LIQUIDATOR OF THE ORIENTAL BANK CORPORATION
By his Attorneys
J. MELVILLE MATSON,
H. HOWARD TAYLOR.
Hongkong, 4th August, 1884. [1450

THE ORIENTAL BANK CORPORATION.

THE ASSETS REALISATION COMPANY, LIMITED, 75, LOMBARD STREET, London, are Prepared to treat for the Purchase of Deposit Notes, Credit Balances, Acceptances, and Bank Notes of the above Corporation.

BIRLEY, DALRYMPLE & Co.
Hongkong, 29th August, 1884. [1618

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [20

AUCTION.

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY, IN ABERDEEN STREET & GOUGH STREET.

THE Undersigned has received instructions from the MORTGAGEE to Sell by Public Auction, on

FRIDAY,
the 10th day of October, 1884, at 3 P.M., on the Premises.

ALL those Pieces or Parcels of GROUND registered in the Land Office as Sections D, E, & G, and the Remaining Portion of INLAND LOT No. 60, with the 13 HOUSES Erected thereon Nos. 13, 15, 17, 21, 23, 25, Aberdeen Street, and Nos. 2, 4, 6, 8, 10, 12, and 16, Gough Street, and held for the residue of a Term of 999 years less the last ten days thereof, subject to the due Proportion of the Crown Rent.

The above Premises will be offered for Sale in 13 LOTS Each Lot containing One House.

The LOTS will be Sold subject to the existing Lettings and Tenancies thereof respectively.

For Sale plan and Further Particulars and Conditions of Sale, apply to

BRERETON, WOTTON, & DEACON, Solicitors for the Mortgagee, or to
J. M. GUEDES, Auctioneer.
Hongkong, 26th September, 1884. [1807

INTIMATIONS.

DUREL'S FERRUGINOUS TAR SYRUP

is undoubtedly that which must be preferred to other PREPARATIONS in hot CLIMATES.

In fact, it is well known that in case of ANÆMIA or general IMPOVERISHMENT of the BLOOD, iron is not convenient to nervous or irritable persons, but such is not the case when mixed up with tar.

Its Constipating and heating effects are COMPLETELY NEUTRALIZED by this adjunction. Tar tonifies the mucous membrane, gives appetite, and being the basis of a most healthy and hygienical beverage, it has the power to facilitate both, the absorption and the assimilation of iron.

Paris, Farmacy Durel, 7, Boulevard Denain.
Depot in Hongkong: A. S. WATSON & Co. [262

L'INDEPENDANCE BELGE
9, Rue D'Argent, Bruxelles.
JOURNAL POLITIQUE, COMMERCIAL, LITTÉRAIRE & ARTISTIQUE.
Un des Plus Importants de l'Europé.

TARIFS D'ABONNEMENT:
EDITION QUOTIDIENNE

3 mois	fr. 21
6 „	42
12 „	84

EDITION D'OUTRE-MER
paraissant une fois par semaine et contenant le résumé de sept numéros de l'édition quotidienne.

6 mois	fr. 16 00
12 „	30 00

CONDITIONS:
Toute demande d'abonnement doit être accompagnée d'un mandat sur la poste ou autre à vue sur Bruxelles, Paris ou Londres.
Les abonnements commencent le 1er ou le 16 de chaque mois.

ON S'ABONNE
Au bureau du journal et chez les principaux libraires. [216

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at the Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed

IN THE BEST STYLE
and at
SUCH PRICE
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.

"DAILY PRESS" OFFICE,
HONGKONG.

SAM HING STULTZ, JUNR

TAILOR, DRAPER, and GENERAL OUTFITTER, Best Materials and a Perfect Fit Guaranteed AT MODERATE PRICES.

Dealer in CHINESE SILK of all kinds, PITH HATS, MATTING and BAMBOO BLINDS. Has always on hand a very fine Selection of various kinds of

SILK GOODS AND EMBROIDERIES.

Wholesale Manufacturer of SILK COATS and other Garments for Exportation.

MANUFACTURER OF
Best Split and Every Kind of
RATTANS,
ALSO RATTAN CHAIRS, COUCHES, &c.
62, QUEEN'S ROAD CENTRAL,
Fourth door West from Pottinger Street. [1070

CHINA OVERLAND TRADE REPORT.

the COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,

Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail, contains the LATEST AND FULLEST TRADE INTELLIGENCE, REPORTS OF MEETINGS OF COMPANIES, THE LATEST TELEGRAMS, together with the POLITICAL AND GENERAL NEWS of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

OLD HIGHLAND WHISKY.

WE have appointed Messrs. OVERBECK & Co. of Shanghai, Sole Agents for the sale of our OLD HIGHLAND WHISKY in China and Hongkong.

Kilmarnock and London, } 16th November, 1883.
JOHN WALKER & SONS.

For Sale at $8 per Case of 1 dozen Bottles.
SIEMSSEN & Co.
Hongkong, 18th January, 1884. [193

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO., UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.
6, QUEEN'S ROAD EAST. [122

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,

Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

INTIMATIONS.

PROSPECTUS OF THE CHINESE IMPERIAL GOVERNMENT SILVER LOAN, 1884.

AUTHORISED BY IMPERIAL DECREE
Dated 4th December, 1883.

For Dollars 2,789,400.28 equivalent of Taels 2,000,000 at 7.1.7, in Bonds of $500 Each Hongkong Currency, bearing interest at 8 per cent. per annum.

Principal and Interest payable in Hongkong.

The Loan is divided into Two Portions for $1,394,700.14 (1 Million Taels) each, and marked respectively A & B.

The Bonds of Loan A are redeemable at par within 3 years (1887) by three yearly instalments, the first of which will be payable on the 15th March, 1885.

The Bonds of Loan B are redeemable at par within 6 years (1890) by three yearly instalments, the first of which will be payable on the 30th June, 1888.

The Bonds will bear interest at the rate of 8 per cent. per annum payable yearly, according to the English Calendar, as per annexed Schedule, at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION at the Current Rate of Exchange for Demand Bills on Hongkong. The First Payment of interest on Loan A will be on 15th March, 1885, and on Loan B on 30th June, 1885.

The Drawings will take place in Hongkong one month previous to the dates of payment of the Drawn Bonds as given in the Schedule, and the Bonds so drawn will be paid off at par on the respective dates specified, at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, after which date interest on the Bonds so drawn will cease.

Bonds to bearer will be issued on 25th October, 1884, against allotment letter and on payment of the balance due on same, from which date the Public will receive interest upon the Bonds of Both Loans.

SCHEDULE.

TABLE OF DRAWINGS AND PAYMENT OF INTEREST.

LOAN A.

Date of payment of drawn bonds and interest.	Amount of each drawing.	Amount of interest.
1885—15th March	$418,410.04	$111,576.01
1886—15th „	488,145.05	78,103.20
1887—15th „	488,145.05	39,051.60
	$1,394,700.14	$228,730.81

LOAN B.

1885—30th June		$111,576.01
1886—30th „		111,576.01
1887—30th „		111,576.01
1888—30th „	$488,145.05	111,576.01
1889—30th „	488,145.05	72,524.40
1890—30th „	418,410.04	33,472.80
	$1,394,700.14	$552,301.24

With reference to the foregoing, sealed tenders are invited for the above Loan at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION at Hongkong, Shanghai, and Yokohama, until NOON on SATURDAY, 18th October, 1884, when the tenders will be opened, afterwards no tender will be entertained. Applicants have the option of taking either Loan A or Loan B and tenders should distinctly state which one is desired.

A deposit of ten per centum upon the amount tendered must accompany each application, such deposit to be made by Cheque on a Bank in Hongkong. The balance of the amount allotted to be paid on or before the 25th October, 1884.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the final instalment.

All tenders to bear upon the cover "Tender for Chinese Imperial Silver Loan of 1884."

The Corporation does not bind itself to accept any Tender below par.

This prospectus and form of tender can be obtained on application at the Bank.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents Issuing the Loan,
T. JACKSON, Chief Manager.
Hongkong, 12th September, 1884. [1712

TARACHAND THAWARDAS & Co.
HAVE FOR SALE
CHOICE INDIAN, CHINESE, AND JAPANESE GOODS,
in great variety.
Also a large quantity of MANILA CIGARS, all brands and qualities, wholesale or retail, at lowest prices.
No. 26, QUEEN'S ROAD, HONGKONG. [1253

GEORGE GOULET CHAMPAGNE.
PUSTAU & Co., Agents.
Hongkong, 18th January, 1884. [191

PORTLAND CEMENT J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April 1883. [1118

AMER INDIEN.

DELICIOUS AND APERIENT, only prepared with QUINQUINA. Excellent specific against Fever, and promotes digestion.
WINES, LIQUORS, SYRUPS of the best Brands.
RENE COINT,
Sole Agent of MM. EUG. RAYMOND & Co., of Marseilles.
HAIPHONG TONQUIN. [1334

ESTABLISHED IN 1852.

L. P. FISHER'S NEWSPAPER ADVERTISING AGENCY,
ROOMS 20 AND 21, MERCHANTS' EXCHANGE,
CALIFORNIA STREET, S. F.

N.B.—ADVERTISING SOLICITED for all Newspapers published on the Pacific Coast, the Sandwich Islands, Polynesia, Mexican Ports, Panama, Valparaiso, Japan, China, New Zealand, the Australian Colonies, the Eastern States, and Europe. Files of nearly every Newspaper published on the Pacific Coast are kept constantly on hand, and all Advertisers are allowed free access to them during business hours.

The "HONGKONG DAILY PRESS" is kept on file at the Office of L. P. FISHER, who is authorized to receive Advertisements.

THE CEYLON HAND-BOOK AND DIRECTORY.

THIS Volume, which forms a valuable Repertory of Information regarding Ceylon and a General Handbook thereto, is widely circulated not only in the Island but throughout the British Empire.

It includes a complete list of all the Coffee, Cocoanut, Cinnamon, Tea, Sugar, and Cinchona plantations in the Island, with full particulars; also, Directories of all sections of the community; a valuable body of Statistics, and much useful General Information. It is indispensable to all intelligent residents, or parties interested in the Colony.

PRICE OF THE VOLUME: 8 Rupees. Carriage to China (a big book) Rs. 1½.

Four Dollars will cover cost and postage to China, Straits, &c. Orders may be sent to "Daily Press" Office, Hongkong. [1931—3

NOTICES TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship "GLENGARRY," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Undersigned, whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 26th September.

Cargo remaining undelivered after the 3rd Proximo, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, 26th September, 1884. [1811

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP AND HAMBURG.

THE Steamship "IMBROS,"
Captain Lowery, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shanghai unless notice to the contrary be given before NOON, TO-MORROW, the 27th instant.

All Claims against the steamer must be presented to the Undersigned on or before the 4th October next, or they will not be recognised.

RUSSELL & Co., Agents.
Hongkong, 26th September, 1884. [1812

TO CONSIGNEES OF OPTIONAL CARGO, EX O.S.S. CO.'S S.S. "GLAUCUS." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 1st Oct. for shipment per steamer "ULYSSES."

BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th September, 1884. [1801

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "GLAUCUS," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th September, 1884.

Goods undelivered after the 3rd October, 1884, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th September, 1884. [1801

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, AND SINGAPORE.

THE Steamship "BENALDER,"
Captain J. Ross, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods, with exception of Opium, are being landed at their risk into the Godowns of the Undersigned, at Wanchai, whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 3 P.M. TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 2nd October, will be subject to rent.

All claims must be sent in to us before 4 P.M., of 2nd October, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 22nd September, 1884. [1784

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "DJEMNAH."
H N M (in triangle) Nos. 6, 9=2 Cases Earthen Ware, &c., from London.
G C (on top), 161 (in tria.), DM (underneath) No. 138—1 Case Merchandise, from London.

Ex "OXUS."
H N M (in tria.) Nos. 4/5=2 Cases Hardware, from London.
587 (in square) Nos. 68/71=4 Cases Hardware, from London.
500 (in square) Nos. 907/16=10 Cases Cottons, from London.
587 (in square) No. 72—1 Case Merchandise, from London.

Ex "YANGTSE."
M J (in dia.) 507 (in dia.) } 3 cases from Marseilles.
„ „ 598 „
„ „ 599 „

G. DE CHAMPEAUX, Agent.
Hongkong, 30th September, 1884.

INTIMATIONS.

AGENCIES ORIGINALLY ESTABLISHED IN CHINA IN 1847.

CUTLER, PALMER & Co., WINE SHIPPERS,

call attention to some of the Specialities they now consign to China, viz.:—

Their Old **** COGNAC; quality never varies any more than does their *** COGNAC quality.
Their own Blend of SCOTCH WHISKY, Highland Malt.
Their Genuine PORT for Invalid's use.
Their SHERRY, which maintains a good repute.
Their CLARETS, as produced in the vineyards.
The ROYAL CHAMPAGNE, used by Her Majesty the Queen.

These among other items are always to be had at the Godowns of our Friends
JARDINE MATHESON & Co., Hongkong and Shanghai.
SIEMSSEN & Co., Hongkong and Shanghai.
LANE, CRAWFORD & Co., Hongkong.

We maintain quality, and our prices are consistent therewith and at the same time reasonable. [2096

NOTICE.

HAIPHONG.
C. IMBERT AND CHESNAY,
COMMISSION AGENTS
FOR IMPORTS AND EXPORTS,
HAIPHONG,

Are willing to undertake Commissions for Firms in the Far East and receive Sample Consignments of Goods.

Communications in English should be addressed to Mr. IMBERT. [1123

SIGNOR AND SIGNORA A. VITA,
2, ALEXANDRA TERRACE,

Beg to announce that they are prepared to give LESSONS in SINGING and on the PIANOFORTE,

PIANOS TUNED AND REPAIRED.
TERMS STRICTLY MODERATE.
Hongkong, 17th June, 1884. [1148

INTIMATIONS.

A WELL KNOWN RESIDENT of Hongkong is willing to go as LADIES' MAID to any part of Europe. No objection to Children.

Address to M. L., Care of this Paper.
Hongkong, 1st October, 1884. [1828

EDICTAL CITATION.

WIDER den Matrosen Franz Gustav Heinrich Goertz von S. M. S. "STOSCH" geboren am 3ten Juni, 1865, zu Graudenz ist der förmliche Contumacial. Desertionsprocess eröffnet. Der Genannte wird daher hiemit aufgefordert, zurückzukehren, spätestens aber sich in dem auf Montag den 16ten Februar, 1885, Vormittags 11 Uhr am Sitze des unterzeichneten Gerichts an Bord S. M. S. "STOSCH" anberaumten Termin einzufinden, widrigenfalls die Untersuchung geschlossen, der p. Goertz für einen Deserteur erklärt und mit einer Geldstrafe von 150 bis 3000 Mark belegt werden wird.

Kaiserliches Gericht der ostasiatischen Station. [1831

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY.

THE Company's Steamship "COMPTA,"
Captain Lammers, will be despatched as above TO-MORROW, the 2nd October, at DAYLIGHT, instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 30th September, 1884. [1804

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship "DOUGLAS,"
Captain Ashton, will be despatched for the above Ports TO-MORROW, the 2nd instant, at NOON, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st October, 1884. [1822

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA via AMOY.

THE Company's Steamship "ZAFIRO,"
Captain Talbot, will be despatched for the above Port on SATURDAY, the 4th instant, at FIVE P.M.

For Freight or Passage, apply to
RUSSELL & Co., General Managers.
Hongkong, 1st October, 1884. [1830

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG, via SUEZ CANAL.
(Taking Cargo at through rates for New York.)

THE Steamship "MERIONETHSHIRE,"
Williams, Commander, will be despatched for the above Ports on or about the 18th October.

For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 30th September, 1884. [1651

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

THE "HONAM" will make a Trip to MACAO AND BACK on SUNDAY, the 5th October, leaving HONGKONG at 8 A.M., and MACAO at 10 P.M. First Class Fare to Macao and back $2. No Second Class. Chinese Servants, 50 cents each way.

Refreshments will be supplied on Board, but no Meals.

By Order,
T. ARNOLD, Secretary.
Hongkong, 30th September, 1884. [1825

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

SHAREHOLDERS are requested to send in their PROVISIONAL CERTIFICATES to the Undersigned, by the 15th instant, in Order that they may be EXCHANGED for FULLY PAID-UP SCRIP.

All Communications to the Company, on and after the 1st of October next, should be addressed to Mr. ALEXANDER BAIN, Manager, at the Works, Bowrington.

WILLIAM LEGGE, Acting Secretary.
Hongkong, 2nd September, 1884. [1648

MEXICAN PACIFIC NAVIGATION COMPANY.

THE Company will run Steamers monthly from Hongkong to the West Coast of Mexico via Yokohama and Honolulu, commencing in October with the Steamer "MOUNT LEBANON."

The Steamers will proceed from Hongkong to Yokohama and Honolulu, thence to Mazatlan direct, and from Mazatlan to San Blas, and Manzanillo.

Through Bills of Lading, and Passage, Tickets granted to all Mexican Ports.

For Further Particulars as to Passage and Freight, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 2nd September, 1884. [1646

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1883.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a List of their Contributions for the Year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the Thirty-first day of October next, will be adjusted by the Company and no Claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.
Hongkong, 16th August, 1884. [153

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1883.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE, Secretary.
Hongkong, 1st September, 1884. [1635

KEATING'S BONBONS OR WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly soft and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [1125

NOTICE.

A. S. WATSON AND CO
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the Governor and His Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
ÆRATED WATER MAKERS.
SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions, which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, OCTOBER 1ST, 1884.

THE strike of the cargo boat people yesterday affords one more proof of the disposition of the Canton Authorities to come between the Chinese living here and British law. The boatpeople themselves are not to be blamed. They were placed on the horns of a dilemma. On the one hand they were menaced by the Kwangtung Authorities, if they worked for the French; on the other they were fined by the Police magistrates if they refused such work. The magistrates only carry out the law, and as the boatpeople have no appeal from the law, they have suspended work and gone over to Chinese territory. The cargo boatpeople say they have been threatened with death, if caught, and they are afraid to work. It is stated that there are three or four *wei-yuens* in the Colony, who have come down from Canton armed with powers to intimidate the labouring classes and prevent them working for the French. It is also alleged by some of the cargo boatpeople that several of the Chinese employed at the docks have been decapitated on the mainland for working on French ships. This is doubtless a mere rumour devised to strike terror into the breasts of the boating population, and would seem to have had the desired effect. The Registrar-General has, we understand, reported the matter to the Government, but we are not aware what action has been decided upon. The matter is one of urgent importance, for if the strike is prolonged the whole business of the port will come to a temporary standstill. Active steps will, we trust, be taken at once to endeavour to discover the authors of this iniquitous plot to subvert British law and authority. There are great and undoubted difficulties in the way of obtaining reliable information, but these are not insurmountable. The Police should be able to get on the track of the reported *wei-yuens*, who should be sternly dealt with if captured. The co-operation of the boatpeople should be invited in order to trace the origin of the threats and punish the intimidators with the utmost severity the law will allow. The Government of course will not forget that the French Government will take note of the action pursued in this matter, and will be likely to construe any sign of weakness into hostility to France and concession to China. A firm hand and unflinching determination must be shown, or further troubles of a similar nature will be sure to arise. The matter should not rest here, however. If the Kwangtung Authorities attempt to threaten the Chinese in this Colony, and thus set up a claim to supremacy over it, they should be brought to book by the British Minister at Peking. The Viceroy of the Two Kwang must be taught that he has no jurisdiction in Hongkong, and that attempts to incite Chinese here to breaches of the law will not be tolerated.

How little the Chinese have really learned of the spirit of Western civilization, and how closely they follow old lines, is shown by some of the recent manifestoes regarding the French by the Chinese officials. The proclamation by His Excellency CHANG CHIH-TUNG offering rewards for French ships taken and French officers and soldiers or sailors killed or captured is but a repetition of what was done by his predecessor in office, LIN, in 1840, when China was at war with England. It may be interesting at this moment to note in what terms the then Viceroy of the Two Kwang worded his memorable offer. The document commences as follows:—

Herewith to those who will verily put the English Barbarians to death, their attention is most pointedly called to this document offering rewards.

First.—No matter whether literary or military officers, whether soldiers or common people, whosoever of you shall be able to capture a large English eighty-gun ship-of-war, and having effectually seized the said ship, straightway bring it forward and deliver it up to our high officers, a reward shall be given, in cash, to the amount of twenty thousand dollars. For smaller vessels, a diminished reward will be given according to the number of guns they carry; so that for every single gun less there shall be a diminution in the reward of one hundred dollars. Whatever the merchandise which the said vessels may have on board (with the exception of guns, implements of warfare, and opium, which must be delivered up to our officers) such as clocks, watches, broadcloths, camlets, and other merchandise and specie, shall all be entirely awarded to the captors.

And further: those who shall succeed in destroying, by fire, one of the said great barbarian ships-of-war, a single plank not being left remaining, all of which being thoroughly and genuinely verified, shall be rewarded with ten thousand dollars. For the smaller class of vessels the rewards will be proportionally diminished.

The document goes on to say that those who succeed in capturing English merchant vessels, shall not only retain as a prize the whole of the cargo and specie on board but shall receive the following additional reward:—"For those vessels which have three masts, ten thousand dollars; for those of two and a-half masts [the translator thinks the funnel of steamers must have been what was meant by the half mast], five thousand dollars; and for those of two masts, three thousand dollars." Bounties are then offered for the capture of ship's boats or the sinking, by fire, of English ships large or small. The capture alive of a barbarian officer of rank was to be rewarded by five thousand dollars, and proportionally lower sums for officers of lower rank. It was rather significant, however, that only one-third of the above amounts was offered for "the murder of a barbarian officer," whether because LIN wished to hold them to ransom or to torture them we cannot say, as fortunately these liberal offers had not the desired effect. The fifth clause of the proclamation, however, was the most barbarous and disgraceful. It ran as follows:—

The taking alive of English barbarians and Parsees, no matter whether they be soldiers or merchants, for every such individual, a reward, in cash, of one hundred dollars shall be given. For the murder of each one of the above, the fact being verified, one fifth of the aforesaid sum shall be awarded. Those who seize the black imps [probably the Lascars are referred to], let it be distinguished whether they be soldiers or slaves, and the rewards shall be given accordingly.

Since that bloodthirsty sanction of and incentive to the murder of non-combatants was issued nearly half a century has elapsed, and Chinese officials have during that period learned so much at least of international law as to forbear openly inciting the people to murder innocent and unoffending persons. In a recent proclamation, the Viceroy of the Liang Kwang warned the populace to refrain from interference with other foreigners and even with French non-combatants or their property. In so far CHANG is a great improvement on the foreign-hating Commissioner and Viceroy LIN, and the fact should be remembered as showing that even the Chinese mandarin has advanced in some degree in half a hundred years. If he have not more humanity, he has more respect for outside opinion, more knowledge and dread of consequences. And yet, in sooth, he is still only half civilised. He offers rewards for the heads of his foes instead of going forth to do battle fairly and fearlessly with them. He incites to murder and base acts as measures of retaliation; he adopts, in short, the stratagems of the savage to accomplish what he lacks the courage to openly attempt. Who can doubt it after perusal of the special proclamation by PENG YU-LIN, CHANG CHIH-TUNG, and other joint Imperial High Commissioners, recently issued, and of which the following is a translation:—

To all the local inhabitants living along the coasts of the northern and southern seas; to fishermen, artisans and traders, and to Chinese living in Annam, Saigon, Singapore, and Penang. You are to know that the French have unjustly attacked, injured and caused much harm to Chinese soil, so that even the inhabitants of Heaven are wroth at the deed. Should, therefore, there be persons loyal and just who wish to serve their country, let them prepare ships from abroad, and buy arms and ammunition to arm these ships; let them proceed to Annam, Fukien, and Kwangtung, and fight the French so that the enemy may be attacked in front and rear. Or, pretending to join the French as soldiers, let them seek a convenient opportunity to burn the ships or ignite their gunpowder; or, under the guise of workmen and artisans, destroy their machinery; or, pretending to be pilots, lead the enemy's ships in shallow places from whence there is no return; or, by selling poisoned drink and food to them, kill them; or, by giving the enemy false news, lead them into an ambush; and lastly, by serving as spies and reporting their movements to the Chinese officials. Should the above be successful, then after due investigation of the matter, the deserving persons shall be rewarded, and an extra reward shall be accorded to them by the Viceroy or Futai of the province memorializing to the Throne on the subject and requesting Imperial rewards to be bestowed on these persons. All expenses incurred by them shall be reimbursed by the officials. Should any person forming a band capture Saigon, Hanoi, and Haiphong, the same will be invested with hereditary rank by the Throne. These rewards are promised by the above named High Commissioners, Viceroy, and Futai, and they will not break their word.—A special proclamation.

And the Government that authorises such proclamations as this is one which European Powers have chosen to treat with on terms of equality, and to allow their representatives to be systematically slighted at Peking in order to preserve that figment of a vain imagination, the assorted supremacy of the so-called Son of Heaven over all outside states and sovereigns!

A special session of the Saigon Colonial Council was summoned for the 25th September. One of the subjects to be considered was the Customs tariff.

Yesterday the American ship *Sarah Hignett* went over to the Cosmopolitan dock. The British steamer *Zafiro* leaves the Kowloon dock to-day.

It is stated by the *Courier* that there are now besides the formidable forts at the mouth of the river Peiho, three field batteries, two batteries of Nordenfeldts; while 3,000 cavalry and 7,000 foot garrison Peitang.

The Japanese steamer *Hideyoshi Maru* arrived at Shanghai on the afternoon of the 26th September from Japan. The *Courier* hears that during the previous night she sighted "a cluster of lights," as if from several vessels at anchor. Our Shanghai contemporary had not yet heard, however, that the French fleet had left Matsou.

The *Shên-pao* states that the rumour that the French had again attacked Ch'ang Men (Kimpai) originated in a foray which was made by a French landing party of several hundred men, who took by force from the country people whatever live stock and vegetables the enemy could get hold of, and then returned to their ships.

We (*Daily News*) believe that there are four French gentlemen in the Customs who have been granted three months' leave on full pay. They are Mons. M. de Bernières, Deputy Commissioner-in-Charge, Shanghai; Mons. A. Novion, Commissioner, Chinkiang; Mons. L. Rocher, Deputy Commissioner, Hankow; and probably Comte G. D'Arnoux, Assistant-in-Charge, Wênchow.

From some correspondence which has appeared in the Saigon papers we gather that Annamite coolies have been engaged to embark on the transport *Nive* for China. In what capacity they have been engaged is not stated, but probably a coolie corps is being formed for commissariat and transport service. If this be so it would go to show that the French intended to undertake land operations somewhere.

The *Shên-pao* is usually well informed, but when it hears "that Tonquin has been re-taken by the Chinese troops under Ts'ên Yu-ying, Viceroy of Yunkwei, and General Liu Jung-fu, and that the losses entailed by the reconquest of the country has cost them over 20,000 men," we think, to put it mildly, that it has heard very wrongly. Tonquin has not been re-taken by the Chinese troops, nor do we think there is any likelihood of such an event occurring.

The *Shanghai Courier* states that Tso Tsung-t'ang arrived at Tientsin from Peking on the 17th September in the afternoon, and had a conference of about four hours with Li Chung-t'ang. Tso started at daylight the next day by the Grand Canal for the south. He will stop at Nanking for some time before starting for Foochow, to consult upon measures relating to the defences of the Sea Coast with Tseng Kuo-chuan. Tso takes with him 5,000 men for Foochow.

The following changes in the French Consular service are announced:—M. Frandon, Chancellor at Shanghai, to be Chancellor at Calcutta; M. de Pommayrac, Chancellor at Hongkong, to be Chancellor at Shanghai; M. Rigoreau, First Clerk at San Francisco, to be Chancellor at Hongkong; M. Villeroi, Chancellor at Singapore, to be Chancellor at Batavia; M. Dausseing, Chancellor at Calcutta, to be Chancellor of the Consulate-General at New York, replacing M. Poitevin, who has been re-called in consequence of his Germanophil manifestations.

The *Shanghai Courier* of the 25th September, referring to the efforts made at Shanghai to promote mediation, says:—"The first response has come from Hongkong, and our Southern rival pours a bucketful of exceedingly chilly water on our enthusiasm. The Chamber of Commerce there, in the person of Mr. Ryrie, 'expresses sympathy with Shanghai community in present interruption to trade.' Thanks. Sympathy is better than nothing, but such a very feeble assistance was hardly worth the cost of telegraphing."

Some short time ago (says the *N. C. Daily News*) there were imported into Shanghai by a steamer from England, four casks. They were passed through the Customs as "merchandise," and when the Examiner at the lower end of the Associated Wharves went to ascertain the particulars of this merchandise, he was rather taken aback on finding that the casks contained torpedoes already loaded. There were forty-eight of these torpedoes, which had wire attached to them ready for firing off. So far as we can judge, we should say they are electric torpedoes for land mines. They are about the size of 56-pound cannon balls. Enquiries ought to be made as to who shipped these dangerous explosives as "merchandise."

The *Courier* says that the steamer *Wuchang*, which arrived at Shanghai on the afternoon of the 26th Sept. from Tientsin, reports:—"On the 24th Sept. passed a man-of-war at anchor in Hope Sound, supposed to be a French corvette." The opinion is that this Frenchman is on the look out for the steamer *Leeyuen*, for which the Chinese have lately given Tls. 90,000. The *Leeyuen* left Shanghai on the 20th, having cleared for Tientsin, and she was seen on the morning of the 22nd by the *Eldorado*, near Shaweishan, close in shore. Though the *Leeyuen* cleared for Tientsin, it was rumoured her destination was South Formosa. She had a cargo of munitions of war. We understand the man-of-war seen in Hope Bay was something like the French corvette *Volta*. The *Volta* left Hongkong on the 18th, bound North, and she has therefore had plenty of time to get north of Chefoo.

A Malay seaman on board the Siamese barque *Kong Lee* met with a fatal accident on Monday morning. He was up in the fore riggings on the topmast, and was just trying one of the stays from the royal crosstrees by pulling it downwards with his hands, in order to see whether it was properly taut, when the eye bolt through which the stay was passed broke, owing to a defective clinching, and the rope came away and let him down. Could he have retained his hold of the rope, he would have saved himself, but being unable to do so, he fell on to the edge of the roof of the cookhouse, and from thence to the deck, a total distance of 60 feet. Dr. Adams was sent for, but the unfortunate man's case was quite hopeless, he being terribly injured. He was insensible from the time of his fall to his death, which occurred about ten minutes after the arrival of Dr. Adams. An inquest was held on the body yesterday afternoon before the Coroner, Mr. A. G. Wise, and Messrs. C. P. Karberg, J. M. dos Remedios, and C. F. Ozorio as jury, the corpse being viewed at the Mortuary, and the inquiry being held at the Magistracy. A verdict of accidental death was returned. Deceased was a man about 60 years of age.

A fresh instance of the unsatisfactory working of the compradore system has just been afforded in Shanghai. The *Daily News* reports that on the 24th September the compradore of Messrs. Butterfield & Swire was charged at the Mixed Court, before his Worship Huang and Mr. Giles, with defalcations amounting to Tls. 99,897. The complainants were represented by Mr. Myburgh. The Compradore admitted his liability, but charged a shroff with having embezzled sums amounting to about Tls. 25,000, while a statement was also produced of accounts due from various persons to the compradore, amounting in all to nearly Tls. 24,000. Mr. Myburgh asked that the compradore's claims against his debtors should be treated as assets, and handed over to Messrs. Butterfield & Swire for collection by them; but although Mr. Giles tried hard to induce Huang to consent to this, his Worship refused, on the ground that the defendant had not mentioned these claims in his petition. It was therefore agreed that the compradore should present a fresh petition, requesting to be allowed to hand over his claims to Messrs. Butterfield & Swire. The charge brought by the compradore against the shroff was then gone into, the latter admitting that there were sums which he had not accounted for, but denying that they amounted to anything like Tls. 25,000. After a somewhat lengthy sitting the case was adjourned.

We have already announced the death of Mr. G. C. Stent. The *N. C. Daily News* has the following obituary of the deceased gentleman:—Mr. George Carter Stent, intelligence of whose death reached here last week, was already well-known as a student of Chinese, and doubtless would have done good work had his life been spared. Mr. Stent was, we may say, a self-made man. Entering the Imperial Maritime Customs in its lower grades, his application to business, and his knowledge of modern Chinese, attracted the notice of the Inspector-General, who did not fail to transfer the genial and painstaking subordinate to a sphere better suited to his abilities and predilections. The confidence reposed in him was exhibited by his appointment as Assistant-in-charge at the port of Takow, a confidence which he seems well to have repaid. Although never professing to a deep knowledge of the Chinese language and literature, and refraining from all philological contests, Mr. Stent was well read in modern Chinese literature, and contributed largely to the local Royal Asiatic Society and Reviews. His translations of Chinese ballads, although not marked by poetic taste, had a certain verve about them which not improbably gave the reader a better insight into the idea of the original than would more polished reviews. His principal work was, however, his Chinese Dictionary, devoted more especially to the language of Peking and the light literature of modern China. He was too good a scholar not to perceive that the existing dictionaries founded on the old language afforded little clue to the modern colloquial style, and wisely threw precedent aside in his new work. With many defects, the dictionary has proved useful for its purpose, and will doubtless afford the groundwork for a much needed reform in the system of teaching the language. Mr. Stent was also well-known as a zealous Mason, and his loss will be felt by many members of the Craft, in which he had attained well earned distinction. Mr. H. F. Merrill of Shanghai takes Mr. Stent's place at Takow as Assistant-in-Charge of the Customs there.

The trouble with the Chinese boatpeople with regard to their refusal to work for French men-of-war or merchant vessels, has culminated in an all round strike of cargo boats and sampans. In consequence of a number of cargo boat owners being fined at the Police Court recently for refusing to convey cattle on board a French man-of-war, and refusing to unload cargo from the French Mail steamer *Djemnah*, the guilds have decided that work must be knocked off altogether, and they gave the boatmen notice of their decision. Accordingly pretty nearly every cargo boat at once struck work, and following the instructions given, proceeded off to the other side of the water, where a great meeting is to be held on Chinese territory. A few cargo boats did not seem inclined to obey the mandates of the guild, and they were set upon by the conformists, who threw stones at their boats, and made such a riot that a strong force of police was sent down from the Central Station to suppress it. The non-conformists then appeared to have enough of it, for when the police arrived the trouble was pretty nearly all over, and since that time there has been scarcely a cargo boat to be had for love or money. Those hongs which had cargo boats of their own were in a better position, but these had trouble with their employés, and after midday there was little or no business going on in the harbour, the steamers being helpless to discharge or load cargo for want of boats. The strike did not end with the cargo boats, but extended to the sampans, which all cleared off, and people wanting to go on board ships, or make other trips about the harbour, were unable to find sampans to take them off. At Pedder's Wharf and Lapraik's Wharf, not a sampan was to be seen except a cluster of boats specially chartered by different ships, and flying their flags, and the general appearance of the harbour was as though a typhoon was expected, and the small craft had been taking shelter. The only small craft to be seen about the neighbourhood of the Praya, with a few solitary exceptions, were launches and cargo boats, and cargo coolies and others usually employed in the loading or discharging of ships were idling about the Praya, there being a large number near the Harbour Office.

The British steamer *Amoy*, which arrived here yesterday morning from Newchwang, *viâ* Foochow, encountered a severe typhoon on her passage down, and has sustained a good deal of damage, and been in great danger of total shipwreck. The weather commenced to be unfavourable a few hours after midnight on Saturday, while the vessel was in Steep Island Pass, the wind coming from N. E., and throughout the Sunday the wind was strong with squalls. At 11 p.m. the gale increased in force and the ship's head was put to the wind, the barometer falling at the time. After this the weather got worse, until about 6 a.m. the next day, when an attempt was made to wear the steamer round before the storm, but in turning she was struck by two heavy seas, which did a good deal of damage, and shifted the cargo, which consisted of beans, and gave the steamer a heavy list to starboard, which was subsequently increased by the seas tearing off the tarpauline of the after hatch, and pouring down into the hold. Two quartermasters at the wheel were knocked over and a good deal hurt as one heavy sea struck the ship. The bridge steering gear was disabled, and afterwards that at the stern also, so that for a long time the steamer lay utterly helpless, at the mercy of wind and waves, and a great deal of damage was done to her upper works, one side of the deck being under water nearly the whole time. The ship travelled completely through the typhoon; and the lowest reading of the barometer was 29.24, and in the evening the weather moderated, all hands were engaged for some time in trimming and jetisoning cargo under Tung-ying Island, and finally the steamer proceeded to Pagoda Anchorage to have this operation completed. The report of the ship will be found in another column.

LATEST TELEGRAMS.

LONDON, 29th September.

THE APPROPRIATION OF THE EGYPTIAN REVENUE.

The Italian Consul-General for Egypt has also presented a protest against the proposed appropriation of revenue.

THE MILITARY RESOURCES OF CHINA.

A TRUE PROPHECY.

The following article, which appeared in the *Shên-pao* in April last, is a very accurate forecast of what has actually happened since:—

The Book of History says "Palatable advice is generally wrong, unpalatable right." Medicine that is beneficial is nauseous, and honest advice grates on the ear. Pleasant words suit your inclinations, but bitter ones are lightly regarded. Chinese support Chinese views, and Occidentals Western ones; this is the rule all the world over. France is now bringing disgrace to China by her attack on China's tributary Annam, and dwellers in China are unanimous in their desire that China should despatch her armies to sweep away the aggressors and to raise up Annam from her present humiliation. The majority of foreigners in China consider France is in the wrong on this question, and believe China able to resist the unjust aggressions of France. They assert China has purchased ships-of-war, rifles, and cannon; that she can fight France with ease; that her population is ten times as numerous as that of France; that the French though strong and fierce are few in numbers; and that the few cannot resist the many. These opinions, however, will not bear investigation, for what China relies on is in fact unreliable. The English *Times* differs from most other papers in its sentiments. It states in an article that it is true since China was opened to trade that she has, regardless of expense, tried to make herself formidable by purchasing from all nations ironclads, swift cruisers, rifles, cannon, &c., &c. Not content with this, she has also established arsenals, dockyards, shipbuilding yards, &c., and that the vessels built in these yards are not very much inferior to those built in Europe; the same may be said of the rifles, &c. There is, however, one point overlooked, which makes resistance to France nearly useless, that however useful and excellent all these arms, &c., may be, they are of no practical value if there is no one capable of using them. A sword, however good, is useless without knowledge of fencing, for the owner will only be disarmed by his foes and be killed by his own weapon. China may possess swift ships, but as she has no one who can manage them she might almost as well have none at all; she may have excellent rifles and cannon, but without men capable of using them she might as well be without them. Instructors and pupils exist at the Foochow Arsenal, and there are skilled naval officers at Tientsin. But their knowledge is only half knowledge and they are not ready to go on service. Ships are there, but where are the officers? The China Merchants' Co. possess a fleet of 30 or 40 vessels, but they have only one Chinese Captain, and this in the face of the fact that ten years have elapsed since the steamers were bought from Russell & Co. Almost the same may be said of the men-of-war. There are indeed Chinese officers, but they only draw their pay, and in the event of war it is doubtful if they would be able to fight the French at sea alone. All this laudation of China is excessive. What China lacks is not ships but men able to manage them, not rifles and cannon but men trained to use them. If this is taken to heart, men of ability will be educated and trained to handle ships as easily as horses, and to hit the distant mark with bullets as easily as with arrows. Thus will they preserve their country from shame and disgrace and enforce respect from foes. Real friends of China all say this and we (*Shên-pao*) have repeatedly insisted on this view of the matter but have not been attended to. Some, however, say China can now obtain skilled officers from foreigners to instruct her men. This is well enough for the future, but with the robber at the gate this is impossible. By international law the subjects of non-belligerent nations must observe neutrality, and in time of war all foreign officers would have to resign their posts in the Chinese army or navy. China will, under these circumstances, be without men able to handle her ships or to direct her guns and rifles, and must encounter inevitable defeat. Fulsome praises of China only heighten her pride and relax her defences; and however true it may be that her ships-of-war are strong and her arms formidable it is to be feared she possesses few men able to manage and direct them.

POLICE COURT.

30th September.

BEFORE MR. A. G. WISE.

BREAKING INTO A STORE.

Chung Asau, labourer, and Ip Awa and Kwok Aking, unlicensed hawkers, were charged with breaking into the store of Mr. J. B. Gomes, in Wellington-street, and stealing therefrom a box of cigars.

A coolie in the employ of the prosecutor saw one of the defendants pass his hand inside the window, unfasten a bolt, and open it, and then hand out a box of cigars to the others.

The first defendant was sentenced to a month's hard labour, and the other two, being in the opinion of his Worship under 16 years of age, were sentenced to be kept in gaol for a period not exceeding a week until they had each received a whipping of six lashes with the rattan.

LARCENY.

U Akwong, bricklayer, admitted stealing 60 cents' worth of lead from the premises of the China Sugar Refinery, on Monday, and he was sent to gaol for three weeks' hard labour.

DRUNKENNESS.

John Ryan, seaman, having been picked up in an incapably intoxicated condition in Tank-lane, was fined half a dollar.

THE "DORA TULLY" CASE.

Robert Young, master of the British steamer *Dora Tully*, was before the court, on remand, on the charge of unlawfully detaining the clothes of Charles Robson, late steward of that vessel.

The case was remanded from the previous day, when complainant was sent on board the steamer with P. C. Prior to get his traps. Prior said that when he went on board with complainant he saw the mate, and handed him the letter in which the delivery of the clothes was demanded. While he was reading it the defendant came on board, and at once ordered the complainant off the ship. He wanted to have the boxes searched, and this was done, nothing being found in them other than complainant's own property, but in one of the small boxes a number of things were broken. The complainant said that the captain had searched the boxes before.

Captain Young said he did not know how the things came to be broken in complainant's box.

The complainant having regained possession of his property, the case was dismissed.

THEFT.

Chan Kum Shui, coolie, was sentenced to four weeks' hard labour, having entered a house in Queen's-road East at about daybreak yesterday morning, and stolen a jacket.

MARINE COURT.

30th September.

BEFORE CAPT. H. G. THOMSETT, R.N.

LAZY SEAMAN.

William McMauns, able seaman of the American ship *P. N. Blanchard*, was charged with refusing duty on board his ship on the 29th ult.

Frank L. Oakes, master of the *P. N. Blanchard*, said defendant refused to do work on Monday, and said he would rather go to gaol than work any more on board the ship.

Defendant said he was unable to work, and that he was not a sailor. He consented, after some pressure, however, to go back to his duty, and he was sent on board.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE CHAIRMAN'S CASTING VOTE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—"Anti-Misrule" will doubtless deal with the letter you publish from "Order," but I may perhaps be allowed to remark that the latter overlooks the very clear insistence on custom and etiquette, which he would override with so-called rights and would-be common-sense; he does not prove his case, and commercial practice is not sufficient to rank as a precedent for a meeting in which trade interests have no part.

I venture to submit a view not expressed by "Anti-Misrule," and very generally held. It is considered a breach of etiquette and as lacking in dignity for the Chairman to vote on the motion or amendment, his vote being reserved for a "cast" in case of votes tying, and thus his office approaches the attitude of the speaker of the House of Commons, a magniloquent simile worthy of

LITTLE PEDLINGTON.

Hongkong, 30th September, 1884.

NINGPO.

23rd September.

There is nothing very important to report. Sunday morning the U. S. sloop of war *Juniata* received orders to start for Shanghai. It was with deep regret that all of us saw her steam off early on Monday morning. Every one hoped she might remain at least a month longer, but the protection of neutrals evidently did not permit the gratification of our desires.

Notwithstanding the solemn promise of the Chinese authorities which we understand to have been made through the Taotai to one of the Treaty Consuls, that no junks laden with stones should be sunk until the French had actually appeared off Chinhae, we now learn that several stone laden junks have been sunk, making navigation at the mouth of the river Yung exceedingly difficult and dangerous.

Nearly all the temples in the city have been turned into temporary barracks by the native "militia," men who are detailed for patrol service by order of the Chehien. The entire city is divided off into sections, and each section furnishes a certain number of these men, who patrol the streets during the night, making the most discordant sounds with their elongated tin horns, gongs, rattles, and such other unmusical instruments as only the ingenuity of the Chinese can invent to torture the sensitive nerves of unfortunate slumberers. They carry with them pitch-forks, iron-shod bamboos, rusty dilapidated muskets as antiquated as the fighting notions of their bearers, and such other harmless instruments of war. Their uniforms are dazzling suits of black and white, such as one sees every day on the backs of those who carry the staff of their existence across their shoulders. Their processions are inevitably led by a vanguard of two or three men, each holding aloft a glaring lantern, to light up the path of their heroic followers.—*Courier* Correspondent.

PEKING.

The *Shên-pao* gives the following reports from Peking:—On the 15th September, at 3 o'clock p.m., the U. S. Minister, Mr. J. Russell Young, accompanied by Mr. Cheshire, Secretary Interpreter, called at the Tsung-li Yamên with reference to the steamers of Messrs. Russell & Co., to ask that due protection would be given for the safety of commerce so far as that company's steamers were concerned.

When news of the firing at the British gunboat *Zephyr* at Foochow arrived at Peking, causing the death of the second lieutenant and the wounding of the pilot and one seaman, the Tsung-li Yamên at once consulted upon granting an indemnity to the sufferers; but on the 14th September Sir Harry Parkes, the British Minister, having received a telegram from Foochow stating that the second lieutenant of the *Zephyr* had died of his injuries, a communication was at once sent to the Tsung-li Yamên to that effect. This will necessitate the enlarging of the sum of indemnity already determined upon.

There being no money to build railways in China, Pei-len I-k'uang had an interview lately with Mr. John Russell Young, the American Minister, about organizing a Government loan, and it is reported that His Excellency the American Minister has agreed to obtain one of twenty million dollars at an annual interest of five per cent, to be paid back within a period of twenty years.—*Courier.*

HAIPHONG.

The *Shên-pao's* Tonquin correspondent, writing under date of the 16th Sept., says that the *Drac*, transport, has arrived at Haiphong, and is about to load 500 tons of coal for China, besides a number of soldiers and about 400 Annamese coolies. Their destination is to be Matsou. All Chinese merchants and traders in Annam have been busy in selling off their goods preparatory to a general migration for more peaceful havens.

Pirates are exceedingly numerous now, and appear in most unexpected places. A French officer and an escort of a single soldier were surprised and killed while going from Haiphong to another place. A steamer, while sailing on the red river in the vicinity of Bacninh, saw a junk laden with rice being plundered by pirates, and gave assistance and drove away the plunderers, but the steamer did not come in time to save one of the junk's crew from being killed and two wounded by the pirates.—*Courier.*

VLADIVOSTOCK.

Things have been very quiet here during the last month, but few Russian men-of-war are in the harbour; no foreign ships have visited us this summer, as usually is the case.

Several steamers have brought coals from the mines in Due for the Saghalien company's coal depot here, which, as I told you in a former letter, has been erected on the opposite shore of the bay, and at present quite a coal mountain is seen there.

We have had some Italian music here, as we received a visit from Signorina Marchetti. She has given one concert, and to-night there is going to be another. At the first concert she drew nearly a full house, and the audience applauded freely. The room is not quite favourable for concerts, so no correct idea could be formed of the Signorina's power as a singer. She was assisted by local talent from our M.A.

This year another fishing schooner, this time under the American flag, has been arrested by a Russian gunboat and taken to this port. About the actual circumstances connected with this seizure, I have heard nothing as yet.

The murder to be reported this time is a double one. A convict on ticket-of-leave, murdered a woman of the same class and her five year old daughter after violating both. The murdered woman had one of her hands full of red hair, and this speedily led to the arrest of the murderer, who is now under sentence of death, awaiting confirmation from head-quarters. The brute seems to take the whole matter very coolly, and when questioned by the Governor about his guilt, said he was too hungry to be able to answer, upon which he was led away and fed. After the meal, during which he in all probability had taken his leisure to think over the chances of pleading guilty or not, he came out and told how it had happened.

The new building under work for Langelütje & Co. has grown considerably during this summer, and the brick work is now so far finished that the roofing can soon be commenced. To judge from the plan of the building, it promises to be the finest structure in the town. Its designer is a German architect, Mr. O. Müller, whose stay here we hope will result in several ornaments to our town like the one now building. The outside of the new Club building is nearly finished, but looks rather clumsy, and the wooden ornaments cut out in Russian style are so insignificant, that they are nearly lost to the eye of the beholder.

Although of late we have had more favourable weather, still it has been more unsettled than what we are accustomed to at this season. The roads, with some few exceptions, are kept in pretty good repair, and other improvements in the shape of widening the main street, and putting railings with lanterns along some exposed places are to be commended. We hope, faintly but still devoutly, that the Town Council will remove a nuisance before next summer. The house put up out in the Bay for the accommodation of the Mansas at the bazaar, does not add to the clearness of the water, and as it is placed between two bathing houses, not to the comfort of the numerous bathers. But then—perhaps the Town Council does not indulge in bathing.

A telegram in the *Wladiwostok* tells us that the Peking Government has issued a proclamation setting a price on every French man's head, and as this seems to be circulating amongst the Chinese rowdies here, a few of our fellow citizens of the *liberté-fraternité-égalité* persuasion have ordered steel neck collars, with safety locks, as the prospect of having this part of their body cut through, and their pickled thought-generators sent to Peking does not seem to strike them in the light of being sufficiently good for glory.—*Daily News* Correspondent.

THE TYPHOON ON THE COAST.

The following reports of vessels arriving at Shanghai give their experience of the late typhoon:—

The *Kiangteen* left Ningpo at 4 p.m. on the 22nd, and at 5, anchored at Chinhae, owing to the strong N.E. gale that was blowing. The gale increased in violence through the night. At 11.30 a.m. on the 23rd, the wind moderating, the anchor was weighed, and the *Kiangteen* proceeded on her voyage, encountering squalls of wind and rain to port. She anchored at the Small Beacon at 1 a.m. on the 24th, and proceeded again at 4.30 a.m. When the *Kiangteen* anchored off the Small Beacon, she saw another vessel there, but owing to the wind and rain, was unable to make her out. When the weather moderated, the other vessel was seen to be the *Ichang*, which left Shanghai for Ningpo on the 22nd. The *Ichang* proceeded at 4 a.m. The lowest reading of the barometer was 29.80.

The *Pauth* from Tientsin and Chefoo reports strong E.N.E. winds and high cross sea. The lowest reading of her aneroid barometer was 29.84 at 2 a.m. on the 24th, while about 84 miles North of Shaweishan. The barometer fell from 30.08 at 4 p.m. on the 23.

The steamer *Afghan*, Captain G. Roy, left Kobe on the 20th Sept. Fine weather was experienced through the Inland Sea. On the 21st, landed the pilot; weather, dark and gloomy, wind N.E. Towards the evening wind freshened and the vessel encountered the full force of a typhoon; anchored at 7.55 a.m. on the 23rd, and proceeded at noon, when the weather moderated; the barometer registered at 4 p.m. on the 23rd 29.85. Arrived off the North Saddle at 4 a.m. on the 23rd and ran for shelter inside of Parker's Group. Arrived at *Tungsha* Lightship at 6 p.m. on the same day, and came up to Shanghai on the 24th.

The *Tokio Maru* left Nagasaki at 1 p.m. on the 21st inst., with variable winds, overcast sky and high S.S.W. sea. When half way between Nagasaki and Shanghai, the wind veered from N.N.E. to N.E. and E., increasing to a strong gale with high confused sea. At 2 a.m. on the 23rd, hove ship to to head the sea until 2 p.m., when the weather and sea were moderating. Anchored off *Tungsha* lightship at 11 p.m. on the 23rd and proceeded at 11 a.m. on the 24th, arriving at Shanghai at 3 p.m. on the same day. The lowest reading of the barometer was 29.55 at 4 p.m. on the 23rd.

The *Fookiang*, which arrived on the 24th, reports having to anchor for twelve hours in Tongsang harbour owing to the severe weather. From Hongkong to the Anchorage she experienced strong north to westerly winds, threatening weather and falling barometer. Thence to port she had fresh N.W. to southerly winds, with heavy S.E. sea and overcast weather.

The *Taku*, from Foochow 7.30 a.m. on the 21st instant, reports having to anchor at 9.30 a.m. at Sharp Peak with strong N. to N.E. winds and threatening appearance of the weather. At 8.10 a.m. on the 23rd, got under weigh, with moderate winds and cloudy weather to Haeshins; from thence to Red Buoy, strong N.W. to West winds and overcast cloudy weather. The *Taku* arrived at Shanghai on the 25th. The highest reading of her aneroid barometer was 29.85, and it fell to 29.50 at noon on Monday, after which it commenced to rise.

The *Myfoo*, Messrs. Russell and Co.'s str., Captain Lunt, left Amoy at 5.35 a.m. on the 21st inst., fresh Northerly wind and cloudy weather. 9 a.m. strong increasing wind and rising sea, stood into Lei Soo bay and at 9.30 a.m. anchored; 10 a.m. fresh Northerly gale and head gusts of wind, Bar. 29.66 Ther. 85; 1 p.m. strong gale and head gusts, Bar. 29.57 Ther. 87; 2.30 p.m. H. M. S. *Midge* anchored near by; 4.40 the steamer *Marquis Scicluna* anchored in the bay; 6 p.m. wind moderating, Bar. 29.57 Ther. 84; midnight fresh N.N.W. wind and squalls with rain at times, Bar. 29.64, Ther. 76; 22nd September, 8 a.m. moderate westerly wind and cloudy with a dirty appearance to the N.E., Bar. 29.70, Ther. 79; 11.25 a.m. weighed anchor and proceeded North in company with the gunboat *Midge* and the *Marquis Scicluna*; noon moderate N.N.W. wind and cloudy, Bar. 29.73, Ther. 86; anchored at 7.40 a.m. on the 25th, at the entrance to the Yangtsze and proceeded at 11.40 a.m. arriving at 5.10 p.m. anchored off New Dock. Experienced from Lei-soo Bay N.N.W. to S.W. wind and cloudy weather.

The *Fushun*, Messrs. Russell and Co.'s str., Captain Croad, left Hongkong at 4 p.m. on the 19th inst., and experienced moderate winds and fine weather to the Lammocks. On the 20th, near Rus Islands, wind N.N.E., and much sea; at 10.30 p.m. off Chapel Islands, increasing gale from N.N.E., no swell, but heavy head sea, bar. 29.63. September 21st, 3.45 a.m. off Dodd Island, wind N.N.E., with head sea, very dense clouds to the Eastward; 8 a.m. steamed along the land close in shore; 9 a.m., Bar. 29.46, and falling, wind increasing; 10 a.m. very heavy gales from N.N.E. coming in hot puffs, bore up and ran to S.W., swell coming in from seawards. Noon, off Dodd Island, strong gales and hazy, wind N. by E., Bar. 29.49, swell from Eastwards; 3 p.m. anchored west of Koolangsu. Midnight had N.E. gales, Bar. 29.48. Sept. 22nd, 5 p.m., Bar. 29.64, wind W.S.W.; weather much improved weighed anchor and proceeded out to sea; 8 p.m. abreast of Dodd Island, wind N.W. by W., Bar. 29.70; Sept. 23rd, White Dogs abeam, passed a junk bottom upwards, also a fishing boat waterlogged, and a fishing boat dismasted, no persons on board; Sept. 24th, noon, off Patahecook moderate N.N.W. wind and clear weather, Bar. 29.80; 4 p.m. strong N.E. breeze, dark and cloudy to the N.W.; afterwards strong N.W. wind and overcast sky to port.

The following is the report of the *Telemachus*, from Hongkong:—September 19th at 6 a.m., left Hongkong, east wind; off Breaker point, fresh wind, E.N.E., equally, with rain; off the Brothers, fresh N.E. wind, head sea, barometer falling. Sept. 20th, 2.30 p.m., arrived at Amoy; observed a heavy bank to the eastward, but got no information at Amoy as to any approaching bad weather; 3.30 p.m., left Amoy and passed the *Lennox* and *Fugew* running in; at 5.30, blowing fresh from N.E. by N., bar. 29.59; at 8 p.m., moderate gale, N.N.E., high sea, equally; midnight, bar. 29.48 falling. Sept. 21st, hard gale, thick and hazy weather, N.E. by N. wind, lower clouds from the N.E., upper from S.E.; at 8, bar. 29.36; noon, hard gale, very high seas, bar. 29.25; 2 p.m., thick, bar. 29.21, north wind; at 4, bar. 29.18; at 5, bar. 29.16; at 5.18, bar. 29.15, blowing with typhoon violence, very high sea; from 5 to 6, the wind at highest, bar. lowest 29.15; average of thermometer, 79; from 8 to midnight, fresh wind with hard squalls, north wind, bar. 29.28. September 22nd, 1 a.m., wind moderate and light, after which rain and squalls. Stood to the N.E. and met more wind and head sea; at 6 a.m., wind hauling to the N.W. with rain; at 9.30, bar. 29.42, wind west, thick and rainy, with head sea; noon, lat. 25° 03' N., 119° 47' E., p.m., wind hauling to the W.S.W., rainy weather with high head sea; midnight, weather still improving. Sept. 23rd, off Samki, light wind west, dull and gloomy; off the Straggler's passed a B. & S. steamer bound in shore; midnight, fresh winds and squally, with lots of phosphoric matter lightening up the whole horizon. September 24th, at 6 a.m., fresh wind, W. by S., thick and rainy; made Tongking Island; from thence to the lightship similar weather, wind hauling north, glass rising; at 5.10, anchored four miles inside of lightship, with fine weather. Throughout the typhoon the ship behaved remarkably well. Experienced throughout a very strong set to the southward. Arrived at Shanghai on the 25th September.

GREAT FIRE AT WUCHANG.

The steamers that arrived at Shanghai on the 25th September from Hankow report that a disastrous fire broke out in Wuchang on the evening of the 22nd September. The blaze illumined the sky, and surrounding objects could be distinguished for a considerable distance. A strong N.E. wind was blowing at the time and flames spread, about 9 p.m., to the large temple called Wong Wu-lien, and it is believed that all the temple buildings were destroyed. This temple is said to be one of the largest in China. The sight from Hankow was magnificent. The loss of property must be enormous, and it is feared that many lives have been sacrificed. The fire could be seen 28 miles down the Yangtsze.

OVERHAULING FOREIGN VESSELS ON THE YANGTSZE.

The following is an extract from a communication from Shao, Tao-t'ai, to all Foreign Consuls, except the French:—

I received on the 28th day of the 7th month of this year (17th September) from His Excellency the Viceroy the following despatch:—Hostilities having begun between France and China vigorous measures must be taken at each port for defence. It is all the more necessary to be secretly prepared with all care as the enemy's vessels make their appearance unawares. All the foreign men-of-war and merchantmen carry special flags to enable them to be recognized, and it is forbidden by international law to use the flag of another nation. The arbitrary proceedings of our enemies do not allow us to trust them. It is to be feared in consequence that their steamers on approaching our ports will fly the flag of some other country and enter without our knowledge. Seeing the difficulty of our finding out the truth in this respect, we must take measures to have all steamers visited and thereby assure our security. Kiang-yin is situated at the very entrance of this River. We propose to place steamers outside the Forts which defend this City for the purpose of inspection. By obliging foreign men-of-war or merchantmen to stop at this place for inspection, we can prevent French vessels treacherously slipping past; at the same time we think that other Powers which have not ceased to entertain friendly relations with China will only see in this a measure inspired by the urgency of preparations for our defence.

The above orders, if carried out, will give some trouble and annoyance to the captains of river steamers for a while. But it will no doubt after a short time be easy to arrange with the vigilant mandarin inspectors to pass without stopping—for a consideration. As we said before, the mandarins on the Yangtsze have lost their heads in their terror lest the French should come upon them. They think only of their own safety, and if a suspicious looking vessel should appear near Kiang-yin Chinese steamers and mandarin inspectors would scuttle away fast.—*N. C. Daily News.*

THE CHINESE VERSION OF THE LANGSON AFFAIR.

The *N. C. Daily News* has the following:—

P'an, Under-Secretary for the Board of War and Governor of Kwangsi, forwarded the following communication to the French Commander, before the engagement at Langson:—I am encamping with soldiers outside the Chinhan Gates for the purpose of suppressing the local banditti and protecting the frontiers. Now, M. Fournier, High Commissioner for France, and Li Chung-t'ang, High Commissioner for China, signed a treaty at Tientsin, and the two respective countries are at rest [in peace] towards each other, and the friendship and goodwill be permanent. As the Treaty of Peace has been agreed upon, neither party should of its own accord commence hostilities so as to bring about a quarrel and destroy peace. In case any subject of your honourable country desires to travel about Liang-shan, deputies can be sent (to us) beforehand to give us notice, and I will despatch men to render all protection. But let not too many soldiers come, lest our troops and people might be in fear and doubt, and on that account cause fresh troubles. Besides, the two countries are at peace and friendly, everything can be settled by amicable deliberation, and there is no need whatever of employing force. I, desirous of maintaining peace do communicate this to you, honourable Commander. Please examine the same and give us a reply. A necessary communication.

The *Courier* translates the following remarks on the above despatch from the *Hunao*:—

With reference to the above despatch, it will be seen that the French although treating for peace at Tientsin, at the same time sent a number of soldiers to attack Lang-son, beginning the battle at Kuan Yin Ch'iao (Bridge of the Goddess of Mercy). The French thought that they were only attacking the troops who had been already defeated at Bacninh and expected an easy victory, but they did not know that there were generals from the *Huai* districts (Huai An Fu in Kiang-su) whom P'an Futai had brought over with him on his taking over the seals of office as Futai of Kiangsi, and who were burning to wipe out the disgrace (of Bacninh). The battle lasted from the 1st to the 3rd day of the fifth intercalary month (July 22nd, 23rd, and 24th) and resulted in a complete defeat of the French troops. From the beginning when the French were coming up from Liang Chiang, P'an Futai had received letters from the frontiers that the Annamese people were suffering much from the effects of war, and he was therefore unwilling to do anything which might cause trouble between the two countries, and hence sent a special messenger in the person of Captain Hu, accompanied by three soldiers, with the despatch published above, and asking for a *pourparler* stating "that if your honourable Commander desires to make a journey of observation to Langson, it is not an impossibility, but that if you wish to do so, you must only bring a small force with you, as our troops will guarantee you protection." We regret to say that the French Commander, after having read the despatch, dared to tear it into pieces before the bearer of it, and also acting contrary to International law caused the Chinese Envoy and his escort to be bound and to kneel before him. Captain Hu, however, protested against this, saying, "we know we are to die in doing our duty at the commands of our Emperor, but it is not to such as *you* to whom we should kneel." The French commander then ordered the three soldiers to be beheaded to strike terror into Capt. Hu's heart and ordered him to go back to the Chinese Army as fast as his legs could carry him and report the matter. Hardly had the French commander finished his words when the main body of the French army were on the move, and suffered accordingly for their arrogance. * * * The above despatch, concludes the editor of the *Hunao*, was sent us from Kwang-si by officials in that province, and we have also received with it a photograph of a French officer taken at the battle of Langson.

COMMERCIAL INTELLIGENCE.

TUESDAY, 30th September.

EXPORT CARGOES.

Per steamship *Gordon Castle*, sailed on the 24th September:—For London—18,354 lbs. congou, 40,425 lbs. scented caper, 12,185 lbs. scented orange pekoe, 36 bales waste silk, 115 rolls matting, 95 packages sundries, 304 bales hemp, (from Manila). For Continent—22 packages sundries.

Per British barque *Lucia*, sailed on the 25th September:—For New York—9,786 rolls matting, 895 packages firecrackers, 136 bales rattans, 42 cases paper, 12 bales canes.

Per steamship *Glenogle*, sailed on the 27th September, from Canton:—For London—108,250 lbs. scented caper, 10,500 lbs. scented orange pekoe, 20 cases silk piece goods, 72 bales waste silk, 24 cases preserves, and 91 packages sundries. From Manila—1,003 bales hemp.

OPIUM.

Quotations are:—

Malwa (N.) .... $530 p. pcl., allce. of 1 to 2 catties.
Malwa (O.) .... 555 to $560 p. pcl., allce. 12 to 16 [illegible]
Patna (New) .... $562½ per chest.
Patna (Old) 562½
Benares (New) 540

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/8¼
Bank Bills, at 30 days' sight 3/8¾
Bank Bills, at 4 months' sight 3/9¼
Credits, at 4 months' sight 3/9¼
Documentary Bills, at 4 months' sight 3/9½
ON PARIS.—
Bank Bills, on demand 4.70
Credits, at 4 months' sight 4.75
ON BOMBAY.—Bank, 3 days' sight ...228¾
ON CALCUTTA.—Bank, 3 days' sight...228½
ON SHANGHAI.—
Bank, sight 73¼
Private, 30 days' sight 74

SHARES.

Hongkong and Shanghai Bank Shares—111 per cent. premium.
Union Insurance Society of Canton, Limited—$500 per share.
China Traders' Insurance Company's Shares—$32 per share.
North China Insurance—Tls. 1,400 per share.
Yangtsze Insurance Association—Tls. 141 per share.
Chinese Insurance Company, Limited—$180 per share, ex div.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$82½ per share.
Hongkong Fire Insurance Company's Shares—$330 per share.
China Fire Insurance Company's Shares—$62 per share.
Hongkong and Whampoa Dock Company's Shares—47 per cent. prem.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$36 per share premium.
Indo-China Steam Navigation Co.'s Shares—25 per cent. discount.
China and Manila Steamship Company, Limited—25 per cent. discount.
Douglas Steamship Company, Limited—Par, nominal.
Hongkong Gas Company's Shares—$84 per share.
Hongkong Hotel Company's Shares—$145 per share.
China Sugar Refining Company, Limited—110 per share.
China Sugar Refining Company (Debentures)—nominal.
Luzon Sugar Refining Company, Limited—$77 per share.
Hongkong Ice Company's Shares—$140 per share.
Hongkong and China Bakery Company, Limited—$100 per share.
Perak Tin Mining and Smelting Company—$50 per share.
Selangor Tin Mining Company—$50 per share.
Perak Sugar Cultivation Company—Tls. 35 per share.
Hongkong Rope Manufacturing Company, Limited—$60 per share.
Chinese Imperial Loan of 1881—3 per cent. dis

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & Co.'s REGISTER.)

September 30th.

Thermometer—9 A.M.	83
Thermometer—1 P.M.	83
Thermometer—4 P.M.	84
Thermometer—9 A.M. (Wet bulb)	77
Thermometer—1 P.M. (Wet bulb)	75
Thermometer—4 P.M. (Wet bulb)	74
Thermometer—Maximum	84
Thermometer—Minimum (over night)	80

HONGKONG TIDE-TABLE.

1ST TO 7TH OCTOBER, 1884.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time. h m	High Water. Height. ft. in.	Low Water. Hongkong Mean Time. h m	Low Water. Height. ft. in.
W.	1	m 5 40	4 3	0 48 a	0 2
		7 48 a	3 [illegible]		
Th.	2	m 6 50	4 [illegible]	m 0 29	1 0
		7 7 a	3 6	1 25 a	0 0
F.	3	m 7 40	4 7	m 1 23	1 2
		8 30 a	4 1	2 2 a	−0 1
Sat.	4	m 8 28	4 8	m 2 12	0 7
		8 56 a	4 6	2 37 a	0 0
S.	5	m 9 15	4 7	m 2 58	0 1
		9 25 a	4 10	3 11 a	0 3
M.	6	m 10 1	4 4	m 3 44	−0 4
		9 55 a	5 1	3 44 a	0 6
Tu.	7	m 10 49	4 0	m 4 31	−0 6
		10 26 a	5 3	4 16 a	0 10

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and that of Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

CHINA COAST METEOROLOGICAL REGISTER.

29th September, 1884, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.84	83.2	71	N W	1	c	0.80
Haiphong	29.93	84.9	63	[illegible]	2	b	—
Hongkong	29.93	84.6	63	E	3	c	—
Amoy	29.91	87.0	65	[illegible]	1	b	—
Shanghai	29.93	79.0	82	W	3	cf	—
Nagasaki	29.99	—	—	SW	1	—	—
Wladiwostock	29.81	65.2	—	N	1	c	—

30th September, 1884, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.87	83.4	78	SW	1	b	—
Haiphong	—	—	—	—	—	—	—
Hongkong	29.94	82.5	75	E	3	c	—
Amoy	29.94	80.0	87	—	0	b	—
Shanghai	29.95	69.5	85	NW	2	c	—
Nagasaki	29.99	—	—	—	0	—	—
Wladiwostock	29.66	50.0	—	[illegible]	6	o	—

The Barometer has fallen at most stations. Moderate winds prevail except in Wladivostock.

W. DOBERCK.
Hongkong Observatory, 30th September, 1884.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.92	29.98	29.89
Temperature	84.6	82.5	83.3
Humidity	63	75	73
Direction of wind	E.	E.	E.S.E.
Force of wind	3	3	4
Weather	c.	c.	c.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees and tenths, Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.
Hongkong Observatory, 30th September, 1884.

SUMMER TIME TABLE.

KOWLOON FERRY.

THE COMMODIOUS STEAM-LAUNCH "MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI, at the following hours:—

WEEK DAYS. Leaves Kowloon	WEEK DAYS. Leaves Hongkong	SUNDAYS. Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	10.15 "	11.00 "	12.00 NOON.
10.45 "	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 "	1.30 "	2.00 "
1.30 "	2.00 "	2.30 "	3.00 "
2.15 "	3.00 "	3.15 "	3.30 "
3.30 "	4.00 "	3.45 "	4.00 "
4.15 "	4.30 "	4.15 "	4.30 "
4.50 "	5.10 "	4.45 "	5.00 "
5.20 "	5.35 "	5.15 "	5.30 "
5.50 "	6.00 "	5.45 "	6.00 "
6.15 "	6.30 "	6.15 "	6.30 "
6.45 "	7.00 "	6.45 "	7.00 "
7.15 "	7.30 "	7.15 "	7.30 "

The above time table will be STRICTLY and PUNCTUALLY adhered to. [1523

"JAPAN GAZETTE," YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.
Hongkong Daily Press Office,
Hongkong, 23rd May 1877.

INSURANCES.

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—
On First-class European Tenements ....at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein ....at ½ % Net per Annum.
On Coals ....at 1 % Net per Annum.
On Petroleum in licensed Godowns ....at 1½ % Net per Annum.
On First-class Chinese Tenements ....at 2 % Net per Annum.
On Second-class Chinese Tenements ....at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [15

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [11

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [947

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.
Purely mutual; all profits belong to Policy-holders and apportionments are made annually.
STATEMENT FOR YEAR ENDING 31ST DECEMBER, 1883.

Accumulated Funds	£11,379,944.
Surplus over all liabilities and Reserve Fund according to valuation made by the Government	£ 2,139,338.
Income for year 1883	£ 2,717,599.

C. SETON LINDSAY,
Res. Manager,
Department of the East.
BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.
1109]

THE MANHATTAN LIFE INSURANCE COMPANY OF NEW YORK.
156 & 158, BROADWAY.

THE Undersigned having been appointed Agents for the above Company are prepared to take applications for LIFE INSURANCE at reduced rates.

PUSTAU & Co.,
General Agents.
Hongkong, 1st August 1884. [1115

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,
Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

J. B. COUGHTRIE,
Secretary.
Hongkong, 27th March, 1882. [731

FIRE INSURANCE COMPANY OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [192

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $35,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [10

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January, 1882. [16

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.
Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [554

NOTICE.

QUEEN FIRE INSURANCE COMPANY.
The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ¼ per Cent. Nett premium per Annum.

NORTON & Co., Agents.
Hongkong, 20th May, 1881. [1

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.
Hongkong, 12th May, 1881. [13

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.
Hongkong, 11th May, 1881. [14

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [12

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
HAVRE AND HAMBURG	Johanna	Bannau	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND LONDON	Dartmouth	Flinton	Hongkong	Arnhold Karberg & Co.	Quick despatch.
LONDON AND HAMBURG	Marie	Warnkle	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON AND HAMBURG, &c.	Merionethshire (str.)	Willis		Adamson, Bell & Co.	On or about 18th inst.
LONDON VIA SUEZ CANAL	Oopack (str.)	Thomson		Arnhold, Karberg & Co.	On or about 8th inst.
LONDON VIA SUEZ CANAL	Sarpedon (str.)	J. Ward		Butterfield & Swire	On 4th inst.
LONDON &c., VIA SUEZ CANAL	Brindisi (str.)	J. Reeves		P. & O. S. N. Co.	On 14th inst., at 4 P.M.
MARSEILLES VIA SAIGON &c.	Djemnah (str.)	Lequerré	Hongkong	Messageries Maritimes	To-morrow, at Noon.
NEW YORK	Grandee	Evans	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Great Admiral	Rowell	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Llewellyn J. Morse	Veazie	Hongkong	Russell & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Afghan (str.)	Roy		Adamson, Bell & Co.	On or about 7th inst.
SAN FRANCISCO	Forest King	Lockhart	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO VIA Y'HAMA	Arabic (str.)		Hongkong	O. & O. S. S. Co.	To-day, at 3 P.M.
SAN FRANCISCO VIA Y'HAMA	City of Rio (str.)			P. M. S. S. Co.	On 14th inst., at 3 P.M.
SYDNEY & MELBOURNE, &c.	Catterthun (str.)	H. Craig		Gibb, Livingston & Co.	On or about 7th inst.
SYDNEY AND MELBOURNE	Whampoa (str.)	Williams		Butterfield & Swire	On 6th inst.
YOKOHAMA AND HIOGO	Cascapedia (str.)	Fraser		Russell & Co.	Quick despatch.
YOKOHAMA VIA NAGASAKI, &c.	Teheran (str.)			P. & O. S. N. Co.	On 16th inst., at Noon.
SHANGHAI	Verona (str.)			P. & O. S. N. Co.	Quick despatch.
MANILA VIA AMOY	Zafiro (str.)	Talbot	Hongkong	Russell & Co.	On 4th inst., at 5 P.M.
SWATOW, AMOY, & FOOCHOW	Douglas (str.)	Ashton	Hongkong	Douglas Lapraik & Co.	To-morrow, at Noon.
AMOY	Compta (str.)	Lammers	Hongkong	Jardine, Matheson & Co.	To-morrow, Daylight.

TO BE LET.

TO LET, AT KOWLOON.

BELLEVUE, Near Mount ELGIN, Ten Rooms with Out-houses, Garden, Tennis Lawn, &c. Possession from 1st October.
Apply to
A. F. ALVES.
Hongkong, 30th September, 1884. [1824

TO LET.
With immediate Possession.

THE COMMODIOUS MATSHED next to MARINE VILLA, in Kowloon, on the East End of the Bay, three minutes walk from the Wharf.
For Terms, apply to
R. A. GUBBAY,
No. 6, Bank Buildings.
Hongkong 23rd August, 1884. [1571

TO LET.
NO. 9, REMEDIOS TERRACE, ARBUTHNOT ROAD. Rent moderate.
Apply to
C. F. A. SANGSTER,
Receiver, A. A. DOS REMEDIOS, Deceased.
Hongkong, 26th July, 1884. [1404

TO LET.
SHOPS on the Queen's Road Front of 18, Bank Buildings, opposite the Hongkong Hotel.
Also Two large Front Rooms communicating, and a Back Room, together or separately, on 1st Floor entrance from Wyndham Street opposite the Club, suitable for a Public Company.
Also Front and Back Rooms on the 2nd Floor, suitable as offices or residences.
Apply to
M. J. D. STEPHENS,
Solicitor, 18, Bank Buildings.
Hongkong, 10th September, 1884. [1698

TO BE LET.
NO. 27, ELGIN TERRACE.
No. 9, MOSQUE TERRACE.
OFFICES at No. 2, DUDDELL STREET.
HOUSES in SPRING GARDENS at Moderate Rentals.
GODOWNS, FLETCHER'S BUILDINGS.
GODOWNS, EAST and WEST POINTS.
Apply to
LINSTEAD & DAVIS.
Hongkong, 25th July, 1884. [1289

FOR SALE.
KOWLOON GARDEN LOTS Nos. 35 and 53.

TO LET.
No. 3, LOWER MOSQUE TERRACE.
No. 19, HOLLYWOOD ROAD.
Apply to
C. EWENS,
45, Queen's Road.
Hongkong, 11th August, 1884. [1470

TO BE LET.
THE PREMISES at present occupied by Messrs. SAYLE & Co., and known as the "Victoria Exchange."
Apply to
H. A. WOOLNOUGH,
Hongkong Dispensary.
Hongkong, 11th September, 1884. [1793

TO LET.
NO. 8, SEYMOUR TERRACE.
No. 3, PEDDARS HILL.
No. 4, PEDDARS HILL.
No. 25E, PRAYA CENTRAL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 23rd September, 1883. [27

TO LET.
ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.,
Hongkong, 1st February, 1882. [28

TO LET.
GREENMOUNT, BONHAM ROAD, from the 1st September, 1884.
Apply to
GILMAN & Co.
Hongkong, 22nd July, 1884. [1370

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [1032

TO BE LET.
With Immediate Possession.
THE DETACHED RESIDENCE "CRAIGENGOWER" on the Caine Road. Terms Moderate.
For Particulars, apply to
HO KAI,
16, Bank Buildings,
Queen's Road.
Hongkong, 17th June, 1884. [1150

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE,
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE,—
In Paper Wrapper $1.50
Neatly Bound $2.00
Apply at the *Daily Press* Office.

J. AND R. TENNENT' ALES and PORTER.
DAVID CORSAR & SONS'
Merchant Navy / Navy Boiled / Long Flax / Crown } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [19

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers. [943

"LEONHARDI QUELLE."

NATURAL GERMAN SELTZER WATER.
Bottled at the Seltzer-Spring near Gross Karben, in Cases of 8 Dozen Pints, $8.50 per Case.
PUSTAU & Co.—Sole Agents.
Hongkong, 31st January, 1883. [1425

NOW ON SALE.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1883.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1884.

FOR SALE.

FOR SALE.
THE British Clipper Barque
"LENNOX CASTLE,"
693 Tons Register, Composite Built Sunderland 1865, Classed Lloyds A I 19 years, remetalled January, 1884, New Main Deck two years ago, Two Complete Suits of Sails and otherwise well found.
Apply to
LANE, CRAWFORD & Co.
Hongkong, 30th September, 1884. [1826

FOR SALE.
SACCONE'S SHERRY—Bottled by Sir FREDERICK PERKINS, LONDON.
MANZANILLA.
In case of 1 dozen quarts.
LIGHT DRY.
In case of 1 dozen quarts.
LAGER BIER,
In Pints and Quarts.
Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings,
Sole Agents for China.
Hongkong, 26th August, 1884. [1502

FOR SALE.
CHAS. HEIDSIECK'S CHAMPAGNE, 1880, WHITE SEAL.
$19 .... per case of 1 dozen quarts.
$20 .... per case of 2 dozen pints.
GRAND VIN CHATEAU LEOVILLE.
$24 .... per case of 1 dozen quarts.
CHATEAU LAROSE.
$12 .... per case of 1 dozen quarts.
PONTET CANET.
$9.50 .... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.
LORMONT.
$5 .... per case of 1 dozen quarts.
$6 .... per case of 2 dozen pints.
ALSO
CUTLER PALMER & Co.'s WINES AND SPIRITS.
SIEMSSEN & Co.
Hongkong, 1st January, 1884. [18

FOR SALE.
CHAMPAGNE,
HEIDSIECK & Co.'s
MONOPOLE.
CARLOWITZ & Co.
Hongkong, 1st July, 1881. [1240

FOR SALE.
WACHTER'S ROYAL CHARTER CHAMPAGNE.
Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.
1 Dozen Quarts .... $22.50.
2 Dozen Pints .... $23.50.
Apply to
ARNHOLD, KARBERG & Co.
Hongkong, 20th November, 1883. [974

FOR SALE.
REAL SCHIEDAMSCH JENEVER in Stone Bottles; also POMERANZEN BITTERS and SCHIEDAM SCHNAPPS. PRIME SOURKROUT and RED CABBAGE, in Jars, and Salt HERRINGS, in tins.
SPORTING GUNS and RIFLES, REVOLVERS, and CARTRIDGES, SHOTS, &c., &c.
J. F. SCHEFFER,
21 and 23, Pottinger Street.
Hongkong, 3rd April, 1884. [639

IRON BEDSTEADS.
BENT WOOD FURNITURE
great variety just landed.
CURIOSITIES.
PICTURES, PIANOS, UPHOLSTERY.
FURNITURE,
FOR SALE OR HIRE.
CASSUMBHOY, Opposite City Hall. [23

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"SARPEDON,"
Captain J. Ward, will be despatched as above on SATURDAY, the 4th October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th September, 1884. [1652

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE DIRECT.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.
Through Passage Tickets granted to PORT MORESBY, NEW GUINEA.
THE Steamship
"WHAMPOA,"
Captain Williams, will be despatched as above on MONDAY, the 6th October.
This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd September, 1884. [1790

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"AFGHAN,"
Roy, Commander, will be despatched for the above Port on or about the 7th October.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th September, 1884. [1757

FOR SYDNEY, MELBOURNE, AND ADELAIDE, VIA FOOCHOW.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA, AND FIJI.)
THE Eastern and Australian Steamship Company's Steamer
"CATTERTHUN,"
Captain H. Craig, will be despatched as above on or about TUESDAY, the 7th October.
Parcels (all of which must be sent to our Office) will be received until FOUR P.M. of the previous day.
Contents and Value of the parcels must be declared.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th September, 1884. [1793

VESSELS ON THE BERTH.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"VERONA,"
will leave for the above place about 36 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.
Hongkong, 30th September, 1884.

UNION LINE.
FOR YOKOHAMA AND HIOGO.
THE Steamship
"CASCAPEDIA,"
Captain Fraser, due on or about the 1st October, will have immediate despatch for the above Ports.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 25th September, 1884. [1800

CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA SUEZ CANAL.
THE Steamship
"OOPACK,"
Captain Thomson, will be despatched as above on or about the 8th October.
For Freight, &c., apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 26th September, 1884. [1810

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"TEHERAN,"
will leave for the above place on THURSDAY, the 16th October, at NOON.
A. McIVER,
Superintendent.
Hongkong, 29th September, 1884.

FOR HAVRE AND HAMBURG.
THE 3-3 L 11 German Bark
"JOHANNA,"
Bannau, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 27th September, 1884. [1816

FOR LONDON AND HAMBURG.
THE 3-3 L 11 German Ship
"MARIE,"
Warnkle, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 27th September, 1884. [1817

FOR HAVRE AND LONDON.
THE A 1 British Bark
"DARTMOUTH."
Flinton, Master, will load here for the above Ports and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 20th September, 1884. [1766

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"LLEWELLYN J. MORSE,"
Veazie, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 19th September, 1884. [1759

FOR NEW YORK.
THE 3/3 L 11 American Ship
"GRANDEE."
Evans, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 20th September, 1884. [1765

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"GREAT ADMIRAL,"
Rowell, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 6th September, 1884. [1671

FOR SAN FRANCISCO.
THE 3/3 L. I. I. British Ship
"FOREST KING,"
Lockhart, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 9th August, 1884. [1492

STEAM COMMUNICATION TO WESTERN AUSTRALIA.
THE WEST AUSTRALIAN STEAMSHIP COMPANY'S Steamer
"NATAL"
J. Wood, Commander, under engagement with the Straits and Western Australian Governments, is expected to leave Singapore for Fremantle, calling at Batavia, Roebuck Bay, Cossack, Sharks Bay and Geraldton, as notified below:—

PROPOSED TIME TABLE.
NORTHWARD SERVICE.
Leaving Fremantle calling at Geraldton, Sharks Bay, Cossack, Roebuck Bay, and Batavia.

18th March	2nd May	13th June	18th July	28th Aug.	11th Oct.	2nd Dec.

Arriving at Singapore.

4th April	19th May	29th June	4th Aug.	14th Sep.	28th Oct.	19th Dec.

SOUTHWARD SERVICE.
Leaving Singapore, calling at Batavia, Roebuck Bay, Cossack, Sharks Bay and Geraldton.

12th April	24th May	1st July	10th Aug.	20th Sep.	5th Nov.	21st Dec.

Arriving at Fremantle.

30th April	11th June	16th July	25th Aug.	8th Oct.	30th Nov.	8th Jan.

The "NATAL" has a remarkably fine Saloon, and also excellent accommodation for Second and Third-Class Passengers.
For Freight and Passage to the above and other Australian Ports, apply to
McALISTER & Co.,
Agents.
Singapore, 5th February, 1884. [446

THE STRAITS INSURANCE COMPANY LIMITED.
THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.
ARNHOLD, KARBERG & Co.
Hongkong, 5th November, 1883. [899

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "ARABIC," will be despatched for San Francisco, *via* Yokohama, on WEDNESDAY, the 1st October, at THREE P.M.
Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
F. E. FOSTER, Agent.
Hongkong, 19th September, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA; BORDEAUX, LE HAVRE, DUNKIRK,
ALSO,
LONDON AND ANTWERP.

ON THURSDAY, the 2nd day of October, 1884, at Noon, the Company's Steamship "DJEMNAH," Commandant Lequerré, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till NOON. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 1st October, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd September, 1884.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO," will be despatched for San Francisco, *via* Yokohama, on TUESDAY, the 14th October, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Prepaid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*
Freight will be received on board until 4 P.M. on the 13th Oct. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
F. E. FOSTER, Agent.
Hongkong, 1st October, 1884.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "BRINDISI," Captain J. Reeves, with Her Majesty's Mails, will be despatched from this for LONDON direct *via* SUEZ CANAL and usual Ports of call on TUESDAY, the 14th October, at FOUR P.M.
Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M. on the day of sailing.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
CHEAP RESERVED ACCOMMODATION can be obtained in this Company's Steamers; for particulars apply at the Office.
Passengers desirous of insuring their Baggage can do so on application at the Company's Office.
N.B.—This steamer takes Cargo and Passengers for Marseilles.
A. McIVER,
Superintendent.
Hongkong, 30th September, 1884.

MAIL TABLES.

THE TABLE of ARRIVALS and DEPARTURES of ENGLISH and FRENCH MAILS at and from LONDON and HONGKONG will be found in "THE CHRONICLE AND DIRECTORY," p. 401 of large edition, p. 649, small edition.
Separate Copies, with Anglo-Chinese Calendar can be had at 10 Cents each or $1 per dozen.
"Daily Press" Office,
1st February, 1884. [281

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

MAILS EXPECTED.

THE AMERICAN MAILS.
The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with the next American mail, left Yokohama on the 25th September, and is due here on or about the 1st October.
The P. M. steamer *City of Tokio*, with the succeeding American mail, left San Francisco on the 13th September, and is due here on or about the 13th October.

THE INDIAN MAIL.
The two direct steamers, with the next Indian mail, left Calcutta on the 17th September, and may be expected here on or about the 3rd October.

THE FRENCH MAIL.
The M. M. steamer *Saghalien*, with the next French mail, left Singapore at 2 p.m. on the 26th September, and may be expected here on or about the 3rd October.

STEAMERS EXPECTED.
The E. & A. S. S. Co.'s steamer *Catterthun* left Singapore on the 24th, and is due here to-day.
The steamer *Tantallon* left Singapore on the evening of the 24th September, and is due here on the 1st October.
The Union Line steamer *Cascapedia* left Singapore on the 24th September, and is due here on the 1st October.
The O. S. S. Co.'s steamer *Ulysses* left Singapore on the 26th September, and is due here on the 2nd October.
The O. S. S. Co.'s steamer *Priam* left Singapore on the 27th September, and is expected here on the 3rd October.
The E. & A. S. S. Co.'s steamer *Guthrie* left Sydney on the 23rd September, and may be expected here on or about the 16th October.

POST-OFFICE NOTICES.

The Postal Guide for 1884, revised to date, will be found in the *Daily Press* Directory, p. 385 large edition, p. 633 small edition. This is the only authorized complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.
For Swatow, Amoy, & Foochow.—Per *Douglas*, to-day, the 1st October, at 11.30 A.M.
For Hoihow.—Per *Anton*, to-day, the 1st October, at 5.00 P.M.
For Amoy.—Per *Compta*, to-day, the 1st October, at 5.00 P.M.
For Saigon.—Per *C. T. Hook* on Friday, the 3rd October, at 4.30 P.M.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet *Arabic*, will be despatched on WEDNESDAY, the 1st October, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
2.15 P.M., Registry ceases.
2.30 P.M., Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.
The French Contract Packet *Djemnah*, will be despatched on THURSDAY, the 2nd October, with Mails for the United Kingdom, Europe, and places beyond, *via Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet *City of Rio* will be despatched on TUESDAY, the 14th October, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
2.15 P.M., Registry ceases.
2.30 P.M., Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.
The British Contract Packet *Brindisi* will be despatched on TUESDAY, the 14th October, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.
The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.
The following hours are observed in closing Mails, &c., by the British Contract Packet:—
Day of Departure.
NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.
Day before Departure.
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11.10 A.M., Letters may be posted with Late Fee of 10 cents until
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EXTRACTS.

ON A COUNTRY ROAD.

Along these low pleached lanes, on such a day,
So soft a day as this, through shade and sun,
With glad grave eyes that scanned the glad wild way,
And heart still hovering o'er a song begun,
And smile that warmed the world with benison,
Our father, lord long since of lordly rhyme,
Long since hath haply ridden, when the lime
Bloomed broad above him, flowering where he came.
Because the passage once made warm this clime,
Our father Chaucer, here we praise thy name.

Each year that England clothes herself with May,
She takes thy likeness on her. Time hath spun
Fresh raiment all in vain and strange array
For earth and man's new spirit, fain to shun
Things past for dreams of better to be won,
Through many a century since thy funeral chime
Rang, and men deemed it death's most direful crime
To have spared not thee for very love or shame;
And yet, while mists round last year's memories climb,
Our father Chaucer, here we praise thy name.

Each turn of the old wild road whereon we stray,
Meseems, might bring us face to face with one
Whom seeing we could not but give thanks, and pray
For England's love our father and her son
To speak with us as once in days long done
With all men, sage and churl and monk and mime,
Who knew not as we know the soul sublime
That sang for song's love more than lust of fame.
Yet, though this be not, yet, in happy time,
Our father Chaucer, here we praise thy name.

Friend, even as bees about the flowering thyme,
Years crowd on years, till hoar decay begrime
Names once beloved; but, seeing the sun the same,
As birds of autumn fain to praise the prime,
Our father Chaucer, here we praise thy name.

ALGERNON CHARLES SWINBURNE.

—*Nineteenth Century.*

CRICKET AT THE OVAL.

BY M. ANATOLE GOUJON.

I have heard say that there is at Paris an English cricket club which holds its reunions in the Bois de Boulogne. That may well be true; but I have never seen in France the great English game played, and it is to-day in England for the first time that I have had the honour to assist at a cricket match. At midday I rendered myself at the Oval at Kennington. It was the occasion of the grand encounter between the champions of England and the delegates of Australia. In entering I paid for the privilege to observe the struggle; and I shall now say that never in my life have I seen at so cheap a price a spectacle so extraordinary. It was a scalding day; and, without losing time, I have found myself a shelter from the rays of a tropic sun. "Ah!" I have said to myself in looking curiously around me: "the combat has place, then, in the open air!" I was truly astonished, for naturally I figured to myself that when it was hot they should play cricket in some pavilion. And I sit myself and regard attentively. The spectators have disposed themselves in an immense circle, in the middle of which a smooth lawn finds itself. Soon the players of the English party have ranged themselves irregularly in different corners of the field and at cert in distances from two light barricades of wood that had been erected face to face perpendicularly on the grass. I begin to interest myself. Then I see two players of the Australian party march firmly towards the barricades. Each one is habited in a white costume, and carries a heavy staff with a broad blade; and in addition each one is fortified with stiff greaves and gauntlets of thick caoutchouc. I attend impatiently the moment to commence. I hesitate to believe that the delegates are upon the point to fight with weapons so dangerous, yet I find no other explanation of the armour. I see the two Australians gravely take up their positions before the fragile barricades and assume a defensive attitude. It was then that I have happily assured myself that they had not meditated a struggle together. But I am once more confused, when I see a player of the English party possess himself of a formidable ball and hurl it furiously and with a great precision towards the legs of one of the Australian delegates. Although then I had not examined the ball, and had no idea of its frightfully dangerous character, I trembled; and I was right. The ball is like a cannon-bullet. But hold! With his staff the brave Australian has dexterously turned aside the projectile, which he has sent far to his right, where it has descended among the spectators. I fear that some one shall be killed; yet it is nothing. Immediately I remark that a player of the English party seizes the ball and throws it with all his force to one of his colleagues; who, while the two Australian delegates rapidly cross from one barricade to the other, receives it skilfully in his hands, and presents it, in smiling, to the summit of the nearest barricade, but without actually touching there. The ball is then sent back to the player who has first thrown it; and at once he has thrown it again, as at the commencement, against the legs of the unfortunate Australian. This time the brave delegate has failed to touch it; but it is received in his hands by an Englishman behind, and again sent back. And in this manner the game continues. I do not comprehend how it is amusing for the players, and especially for the Australian delegates, who are in great peril at each instant. More than once the ball strikes the leg of a delegate; but, thanks to the protecting greaves, fails to actually break it. I admire the strategy of the Australians, which lends them a defence so excellent; but at the same time I regard with horror the barbarity of the English. Then I learn that each time that the Australian delegates succeed to exchange positions they gain one point. It is the law of the game. Suddenly one of these brave men strikes the projectile violently in passing, and sends it towards an Englishman who has courageously assigned himself a very dangerous post close to one of the barricades. The Englishman has time to avoid the blow; but no! He receives the ball in his naked hands. Then all the world shouts, and the ball is thrown towards heaven; and the delegate who had struck it with so much vigour quits his barricade with his eyes low. I give him my sympathy in apprehending that he has been vanquished; but I am in error. His friends receive him with applause, and strike him on the back in making compliments to him, and treat him as a hero. His post nevertheless is occupied without delay by another delegate; and the game has continued for a long time without fatal accident, although some of the players have been slightly wounded.

But it is not necessary that I shall describe the match to the end. The process was always the same; and I am writing, not to inform the public of the manner to play cricket, but to offer to them my regrets that some people, sensible, polished, and well-raised, can find a pleasure to take part in a labour so dangerous. To stand upright during so many hours of an extreme heat; to take a violent exercise without any need; to run deliberately a grave danger not less than that which one is obliged to encounter on a field of battle; all this is folly of the most profound. I cannot believe that there is really some pleasure at all in it. You English are eccentric; and the verity of it is that you play cricket because in playing it you show yourselves different from all the rest of the world. If it shall be necessary to decide any friendly difficulty between Great Britain and her colonies of the Antipodes, it shall be at least not also necessary to put in peril the lives of the delegates. It is a barbarous sport; and in returning to my hotel at Soho I have reflected to myself that it should be much more sensible to smooth all the difficulties in playing some game of a nature less offensive. If it be a question which of the delegates are the more strong which can throw a cannon-bullet with the more great velocity, which can run the more quick, which is the more brave, it appears to me that it will be possible to decide the affair without danger. Otherwise the amusement is only for the b utalized of the spectators. For myself, when I was at Nîmes, I have abstained to attend the courses of bulls, because I regard with horror a spectacle in which there shall be chance to see some blood, even if it should be only the blood of the animals.—*St. James's Gazette.*

A "SOBERING UP" ESTABLISHMENT.

An enterprising American has initiated a new system of what is called by the *cognoscenti* "sobering up." This ingenious person is the proprietor of a Turkish bath, which he keeps open all night. When gentlemen drink a little too much at night, he explains, they come to him, and are put through a process which enables them to recover in time for their business engagements on the next day. "I have known men to be brought here who could not walk, and in a few hou s we would send them away able to assume the most trying business responsibilities, and they would walk as well as Weston." It is not surprising to hear that the house is crowded every night. The guests are afterwards conducted to the sleeping chamber, which contains thirty or forty cots. In the morning they are called, and, after a cold showerbath, they are turned out "right as a trivet."

AN INN OF CHANCERY.

New Inn is of great antiquity. It is a fact, to speak seriously, that some of the oldest things and places in England are called "new." New gate, for instance, is the oldest gate of London of which we know anything. The New-port of Lincoln dates back to Roman times; and New Inn is one of the oldest houses in one of the oldest streets outside the walls of London. New Inn was formerly, says Dugdale, "a common hostlery or inne for travailers and other; and, from the sign of the Blessed Virgin, called our Lady Inne." At that time the law students lodged in St. George's Inn, which stood on part of the site now covered by the Holborn Viaduct Railway Station. The old house falling into decay and being besides somewhat too remote, Chief Justice Fineux, before 1496, let the Lady Inn to them, claiming a rent of £6 per annum; "for more," remarks Stow, "cannot be gotten of them." The arms of the house represent on a green field a white vase with a lily in it, an allusion, no doubt, to the dedication of the old hostel. A similar sign must have given its name to Lilypot Lane in the City.—*Magazine of Art.*

MATRIMONY AND AUTHORSHIP.

From an interesting article by Mr. Arthur Reade, bearing this title, in *The Ladies' Treasury* for August, we make the following extracts:—The subject of the domestic relations of some of our literary heroes constitutes one of the saddest chapters in literary biography and has given rise to a good deal of discussion as to the causes which led gifted men to select unsuitable partners. Lord Bacon considered wives and children impediments to great enterprises, and declared that the best works, and those of greatest merit for the public, had proceeded from the unmarried or childless men." De Quincey held the same views. Mrs. Carlyle's troubles were no doubt increased by the intense devotion of her husband to his books. In many other cases, this has proved a source of unpleasantness, and has led to a separation. Dryden was fond of his books. Upon one occasion his wife said to him—"I wish I were a book, and then you would pay me some attention." Whereupon the poet is reported to have replied—"I wish you were an almanack, my dear; I then could change you every year." Some women have not taken matters so coolly as Mrs. Dryden. To a lady who had a great desire to increase her acquaintance with authors, believing that more might be learned from their conversation and manner of living than from their works, Dr. Johnson said—"Madam, the best part of an author will always be found in his writings." If women have received very little intellectual aid from men, men have received much from women. "Moliere," said Addison, "used to read all his comedies to his old housekeeper, as she sat with him at her work by the chimney corner; and could tell the success of his play in the theatre, from the reception it met at his fire-side, for he observed that the audience always followed the old woman, and never failed to laugh in the same place." Tom Hood had such confidence in his wife's judgment that he read and re-read, and corrected with her all that he wrote. Macaulay read all his articles to his sister before sending them to the press; and Anthony Trollope said that no other person had ever read a line of his manuscript but his wife—"To my very great advantage in matters of taste." In the production of the "Birds of Australia" Mr. Gould was greatly assisted by his wife. He procured the animals, described the skins, and wrote the natural history; but his wife drew the figures on the paper. Her work was so finely executed that, when she died, Mr. Gould had very great difficulty in securing an able assistant. It was the habit of Lamartine to write his beautiful thoughts on scraps of paper, which he threw on the floor. His wife, fortunately, had a higher regard of the value of his compositions. She picked them up, copied them, and greatly encouraged her husband in literary pursuits. In some cases one cannot separate the work of husband and wife. The most noteworthy examples of joint authorship are those of Charles and Mary Cowden Clarke, of S. C. and Anna Maria Hall, and of William and Mary Howitt. It was Mrs. Grote who suggested the writing of the History of Greece to her husband. She had a considerable share in the composition of it herself, and she decided the channel through which it was published. To his wife, John Stuart Mill dedicated his essay on "Liberty." "To the beloved memory of her who was the inspirer and part author of the best of my writings; the friend and wife, whose exalted sense of truth and right were my strongest incitements, whose approbation was my chief reward, I dedicate this volume. Like all I have written for many years, it belongs to her as to me." A friend of Hawthorne, the novelist, told Mr. Moncure Conway that Hawthorne received, one wintry day, notice that his services would be no longer required by the Government. With a heavy heart he returned home. His young wife recognised the change, and stood waiting for the silence to be broken. At length he faltered, "I am removed from office." Then she left the room; returned with fuel; kindled a bright fire with her own hands, and afterwards brought pen, paper, and ink, which she placed beside him. Then she touched the sad man on the shoulder, and as he turned to the beaming face, she said, "Now you can write your book." The cloud cleared away; the lost office looked like a cage from which he had escaped; "The Scarlet Letter" was written; and a marvellous success rewarded the author and his stout-hearted wife.

ON SALE.

THE

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FOR 1884.

With which is incorporated

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Arrivals and Departures of Mails at and from London and Hongkong.
Scales of Commissions and Charges adopted by the Chambers of Commerce of Hongkong, Shanghai and elsewhere.
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Great Britain, Nanking, 1842—
" Tientsin, 1858—
" and all others not abrogated
France, Tientsin, 1851
" Convention, 1860
United States, Tientsin, 1858
" Additional, 1869
" Peking, 1880
German, Tientsin, 1861
" Peking, 1880
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Spain
Brazil
Peru
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TREATIES WITH COREA
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Cotton Yarn, No. 28 to 32, per 400 lbs.	$96.5 to 97.30
Cotton Yarn, No. 38 to 42, per 400 lbs.	$106.5 to 109.00
Cotton Yarn, Bombay	$67.50 to 74.50
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Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.35 to 2.55
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.55 to 2.80
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.23
Grey Shirtings, 9 lbs., per piece	$3.05 to 2.75
Grey Shirtings, 10 lbs., per piece	$3.07 to 2.90
Grey T-Cloths, 24 yds. & 32 in. 6 lbs. p. pc.	$1.20 to 1.25
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Grey T-Cloths, 24 yds 36 in 8 lbs. XO p. pc.	$1.80 to 1.85
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Camphor, Refuse, per picul	$1,800 to 1,050
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.80 to 16.30
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.80 to 17.00
Cotton, Shantung, per picul	$16.20 to 16.50
Cotton, Tientsin, per picul	$17.80 to 17.88
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.20 to 4.80
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.8.0 to 2.9.5
Dates, Red, per picul	Tls. 2.9.5 to 2.8.5
Dried Lily Flowers	$7.40 to 8.0
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.65
Fungus	$30.00 to 30.60
Flints, per picul	$0.50 to 0.63
Ginseng, American, 1st quality, p. picul.	$200 to 235
Ginseng, American, 2nd quality, p. picul.	$100 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$33.00 to 37.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.20
Melon Seeds, 2nd quality, per picul	$4.50 to 4.65
Mushrooms, per picul	$38.00 to 40.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 6.50 to 6.75
Peas, White, per picul	2.17 to 2.25
Peas, Green, per picul	2.27 to 2.30
Peas, Black, per picul	2.03 to 2.10
Peas, Yellow, per picul	$2.08 to 2.13
Peas, Green Beans, per picul	$2.15 to 2.20
Pearl Barley, per picul	$6.50 to 7.00
Potatoes Flour, per picul	Tls. 1.50 to 1.65
Patchuck, per picul	$13.00 to 14.00
Rhinoceros Horn, per picul	$2,800 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.82 to 1.81
Rice, Siam, No. 2, per picul	$1.70 to 1.73
Rice, Siam, milled No. 1, per picul	$1.64 to 1.65
Rice, Siam, milled No. 2, per picul	$1.40 to 1.43
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.72 to 1.74
Rice, Saigon, Straw bags	$1.70 to 1.71
Rice, Japan	$2.10 to 2.65
Saltpetre, per picul	$5.35 to 5.05
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$4.95 to 5.10
Sesamum, Black, per picul	Tls. 2.45 to 2.5.0
Sharkfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.5
Straits Produce, &c.,—	
Betel Nut, per picul	$4.17 to 4.21
Pepper, White, per picul	$27.4 to 27.0
Pepper, Black, per picul	$18.8 to 19.50
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Banjar, per picul	$4.75 to 4.65
Sandal Wood, Malabar, per picul	[illegible]
Sandal Wood, South Seas, per picul	$17.0 to 17.0
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.85
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$7.7 to 7.90
Sugar Candy, Foochow, per picul	$8.5 to 8.60
Sugar Candy, Swatow, White, per picul.	$8.75 to 7.80
Vermicelli, Tientsin, per picul	$7.59 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.20
Wheat, Japan, per picul	$2.15 to 2.30
Wood Oil, per picul	Tls. 6.3 to 6.4.0
Window Glass, per box	$3.15 to 3.75

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Amoy	Sept. 30	St. John	Brit. str	814	Siemssen & Co	
Anton	Sept. 29	E. Aerebal	Ger. str	393	Wieler & Co	
Arabic	Sept. 16	W. G. Pearne	Brit. str	4366	O. & O. S. S. Co	S. Francisco
Cassandra	Sept. 24	Lindemann	Ger. str	1097	Siemssen & Co	
China	Jan. 25	G. Sachse	Ger. str	648	Ginz Loo & Co	
Compta	Sept. 21	Gammers	Dut. str	1291	Jardine, Matheson & Co	Amoy
C. T. Hook	Sept. 27	W. Jarvis	Brit. str	902	Siemssen & Co	
Djemnah	Sept. 17	Loquerre	Fr. str	2431	Messageries Maritimes	Marseilles
Douglas	Sept. 28	S. Ashton	Brit. str	932	Douglas, Lapraik & Co	Coast Ports
Fame	—	Stonaui	Brit. str	117	H. & W. Dock Co.	
Fushun	Sept. 30	Croad	Amr. str	1504	Russell & Co	
Glucksburg	Sept. 27	Bertelsen	Ger. str	917	Bun Hin & Co	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Harter	Sept. 12	Granlin	Brit. str	1193	Sooy Shing	Saigon
Heron	Sept. 23	Oberg	Brit. str	—	Pustau & Co	
Honam	—	T. P. Banning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Kiukiang	—	Clarke	Brit. str	1061	H. C. & M. Steamboat Co	Laid up
Kiungchow	—	S. W. Gozzin	Brit. str	289	H. C. & M. Steamboat Co	Canton
Madras	Sept. 23	H. Pierce	Brit. str	1097	Siemssen & Co	Saigon
Mary Austin	Sept. 5	Mooney	Brit. str	140	Order	
Milton	—	Kurtzwig	Ger. str	220	Blackhead & Co	Macao
Nam-vian	Sept. 30	Gareeau	Brit. str	435	A. R. Marty	
Oxus	Sept. 19	Rapatel	Fr. str	2374	Messageries Maritimes	
Powan	—	Lefavour	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Sagami Maru	Sept. 28	Day	Jap. str	—	Butterfield & Swire	Yokohama
Sea Gull	—	—	Amr. str	48	C. Traders' Insurance Co	
Tanais	Sept. 27	Paul	Fr. str	1259	Messageries Maritimes	
Uppingham	Sept. 30	Newcomb	Brit. str	1431	Melchers & Co	
Victoria	Sept. 30	J. B. Shield	Brit. str	1531	Siemssen & Co	Saigon
Westmeath	Sept. 29	Stonehouse	Brit. str	2095	Adamson, Bell & Co	
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao
SAILING VESSELS.						
Allahabad	Sept. 19	Callum	Brit. bk	1143	Arnhold, Karberg & Co	
Anton Gunther	Sept. 9	Steinbragge	Ger. bk	441	Melchers & Co	
Aurora	Sept. 21	Plettner	Brit. bk	295	Chinese	
Caroline	Sept. 13	G. Thook	Siam. sch	338	Chinese	
Carrie Heckle	Sept. 24	J. Swanston	Am. bkn	478	Arnhold, Karberg & Co	
C. F. Sargent	Sept. 12	Atherton	Amr. sh	1633	Borneo Co., Limited	
Dartmouth	Aug. 22	Flinton	Brit. bk	915	Arnhold, Karberg & Co	London
Ellen	Sept. 11	Anthony	Brit. bk	493	Chinese	
Elsa	Sept. 12	Kusebrt	Ger. bk	553	Melchers & Co	
Emily Reed	Sept. 16	Shelden	Amr. sh	1437	Messageries Maritimes	
Escort	Sept. 18	Waterhouse	Amr. bk	604	Captain	
Estelle	June 20	Schnieders	Ger. sch	240	Siemssen & Co	
Forest King	June 1	Cockcard	Brit. sh	1600	Russell & Co	S. Francisco
Grandee	Aug. 25	T. H. Evans	Amr. sh	1254	Arnhold, Karberg & Co	New York
Great Admiral	June 7	Rowell	Amr. sh	1497	Russell & Co	New York
Hecht	Sept. 23	Ploetz	Ger. sch	556	Captain	
H. E. Tapley	Sept. 12	Finlayson	Brit. bk	907	Captain	
Honolulu	Sept. 23	H. Edgett	Brit. sh	1599	Captain	
Hydra	Sept. 17	C. Binge	Ger. bk	785	Siemssen & Co	
Importer	Sept. 15	J. P. Wessels	Amr. bk	1207	Arnhold, Karberg & Co	
Johanna	Sept. 13	Bannau	Ger. bk	845	Carlowitz & Co	Hamburg
Kambira	Sept. 22	Michener	Brit. sh	1954	Melchers & Co	
Leonora	June 10	Peterson	Am. sh	1491	Order	
L. J. Morse	Aug. 25	S. Veazie	Amr. sh	1325	Russell & Co	New York
Marie	Aug. 27	L. Waraklo	Ger. sh	1218	Carlowitz & Co	Hamburg
Meridian	Aug. 23	Kruse	Siam. bk	294	Chinese	
M. Lebanon	Nov. 22	Nelson	Brit. bk	530	Arnhold, Karberg & Co	
Mystic Bell	Sept. 8	Freeman	Amr. sh	717	Melchers & Co	
Northern Light	June 30	Wm. Bray	Amr. sh	1859	Captain	
Oberon	Sept. 11	Parrell	Brit. sh	1193	Russell & Co	
P. N. Blanchard	Sept. 26	F. L. Oakes	Amr. sh	1503	Chinese	
Ramier	July 20	Paul Savary	Fren. bg	280	Carlowitz & Co	Saigon
Sacramento	July 21	Wm. Evans	Amr. sh	1404	Douglas Lapraik & Co	
Sarah Hignett	Sept. 14	Boos	Amr. sh	1357	Arnhold, Karberg & Co	
Sea Ripple	Aug. 18	A. Rickers	Brit. sch	187	Siemssen & Co	
Siamese Crown	Sept. 13	Fergensen	Siam. sh	570	Chinese	
Storm King	Aug. 26	Carter	Amr. sh	1206	Order	
Ta Lee	Sept. 14	Stolze	Ger. bk	342	Siemssen & Co	
T. E. Marshall	Sept. 9	J. E. Parker	Brit. bk	1270	Arnhold, Karberg & Co	
Timour	July 7	Johnson	Amr. sh	914	Captain	
Undaunted	Sept. 21	Hamilton	Amr. sh	1714	Order	
Undine	Sept. 17	Franz Kruse	Ger. bk	968	Melchers & Co	
Wandering Jew	Sept. 13	H. Talpey	Amr. sh	1650	Arnhold, Karberg & Co	
Wm. Phillips	Sept. 17	J. H. Potter	Am. sch	568	Captain	
CANTON.						
California	June 13	J. Sobrido	Span. bk	420	Lane, Crawford & Co	Laid up
Zephyr	Nov. 28	Hoyland	Brit. str	281		
WHAMPOA.						
Ningpo	Sept. 25	Wm. Potts	Brit. str	791	Siemssen & Co	
Olympia	Sept. 25	Christiansen	Ger. str	783	Siemssen & Co	
Shun On	Dec. 14	Blumenberg	Ann. str	136	Chinese	
Yangtsze	Sept. 28	Schulz	Brit. str	783	Siemssen & Co	
SWATOW.						
IN PORT ON 25TH SEPTEMBER, 1884						
Fu-yew	Sept. 21	P. Barfoot	Am. str	920	Bradley & Co	Shanghai
Hesperia	Sept. 22	J. Wagner	Ger. str	1136	Schaar & Co	
P. C. Chom Klao	Sept. 24	Lightwood	Brit. str	1012	Butterfield & Swire	Bangkok
Nicoline	Sept. 21	Maulmann	Ger. bg	—	Schaar & Co	Hongkong
Taywatt	—	—	Siam. bk	—	Sold by Public Auction	Laid up
AMOY.						
IN PORT ON 25TH SEPTEMBER, 1884						
Assens	Aug. 16	Boysen	Din. bk	255	H. A. Petersen & Co	
B. H. Steenken	Sept. 6	C. Meyer	Ger. bg	235	H. A. Petersen & Co	
Channel Queen	Aug. 28	Le Lacheur	Brit. bk	609	Boyd & Co	
Chateaubriand	Sept. 10	Jas. Edwards	Brit. bk	409	H. A. Petersen & Co	
Daniel	Sept. 3	Vogt	Ger. bk	416	Pasedag & Co	
Doretta	Sept. 12	Gnotscher	Siam. bg	300	Captain	
Else	Sept. 6	Brinckmeier	Ger. bg	278	Boyd & Co	
Erlkonig	Aug. 9	Nauroh	Ger. bk	457	Pasedag & Co	
Ernst	July 28	Hildebrandt	Brit. sch	356	Pasedag & Co	
Fa[illegible]h Balaugh	Sept. 18	D. Rute	Ger. sch	210	H. A. Petersen & Co	
Francisca	Aug. 30	Gontard	Ger. bk	368	H. A. Petersen & Co	
Galveston	Aug. 3	Stunkel	Ger. bk	619	Pasedag & Co	
Glenury	Sept. 20	Thomson	Brit. sch	283	Pasedag & Co	
Hermann	Sept. 18	M. Traulsen	Ger. bk	444	H. A. Petersen & Co	
Ino	Sept. 18	Hockelmann	Ger. bk	344	H. A. Petersen & Co	
Kristina Nilsson	Sept. 3	Thomsen	Amr. bg	280	H. A. Petersen & Co	
Marie	Aug. 9	H. Ipland	Ger. bk	435	H. A. Petersen & Co	
Mary Stewart	Aug. 10	Thompson	Brit. bk	484	Boyd & Co	
M. Dechmann	Sept. 21	H. Spierling	Ger. sch	164	H. A. Petersen & Co	
Minerva	Aug. 20	Schwartz	Ger. bg	327	Pasedag & Co	
Roderick Hay	Aug. 7	Nicolson	Brit. bk	290	H. A. Petersen & Co	
Wagrien	Sept. 2	Dibbern	Ger. sch	179	H. A. Petersen & Co	
FOOCHOW.						
IN PORT ON 20TH SEPTEMBER, 1884.						
Helvig	Sept. 19	Borg	Brit. bk	376	Captain	
SHANGHAI.						
IN PORT ON 26TH SEPTEMBER, 1884.						
Auguste	July 27	Le Briton	Fren. bk	368	Adamson, Bell & Co	
[illegible]hingtah	Sept. 17	Taylor	Chi. bk	156	H. M. Schultz	
Envoy	Aug. 22	Martin	Siam. bk	330	Chinese	
Helena	Sept. 7	Hansen	Brit. bk	556	Nils Moller	
Hilda	Sept. 8	Mitchell	Brit. bk	306	Nils Moller	
Leander	Aug. 29	—	Brit. sh	—	Adamson, Bell & Co	
Leeyih	July 6	Cubane	Brit. bk	219	Morris & Co	
M. A. Dixon	July 29	Cooke	Brit. bk	417	Morris & Co	
Mary L. Stone	Aug. 31	Josselyn	Amr. bk	1140	C. & J. Trading Co	
Minna	Sept. 11	Rickter	Brit. bk	435	Nils Moller	
Nonantum	Sept. 3	Hoyt	Amr. bk	1050	Adamson, Bell & Co	
Paul Jones	Aug. 31	Winn	Amr. bk	1200	Order	
Sea Swallow	Sept. 1	Maher	Brit. bk	332	Lewis & Hopkins	
NAGASAKI.						
IN PORT ON 20TH SEPTEMBER, 1884.						
Auguste	Sept. 15	Thomsen	Brit. sch	210	Holme, Ringer & Co	
Gitanilla	Jan. 22	Taylor	Brit. bk	472	Holme, Ringer & Co	
Orient	Sept. 15	Roder	Ger. bk	461	Holme, Ringer & Co	
S'poura Maru	Sept. 10	Spiegelthal	Jap. bk	925	M. B. M. Co.	
Western Belle	Aug. 30	Bray	Amr. bk	—	Adams & Co.	
YOKOHAMA.						
IN PORT ON 20TH SEPTEMBER, 1884.						
A. Cashman	July 12	Isaacs	Ger. sch	98	F. Retz	
Beatrice	Aug. 5	Williams	Brit. sch	66	Master	
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
E. I. Crowell	Aug. 26	Pendleton	Amr. bk	1086	Frazar & Co	
Hans	Aug. 24	Thomsen	Ger. bk	313	J. W. Palmer	
Mary O. Bohm	Nov. 23	Baade	Ger. sch	48	P. Bohm	
Mercur	Sept. 8	—	Ger. sch	283	Grosser & Co	
North Star	July 8	Boyd	Am. sch	43	J. D. Carroll & Co	
Vigilant	July 18	Gould	Amr. sh	1800	Frazar & Co.	
W. Minstrel	Sept. 13	Spivewright	Brit. bk	289	Captain	

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
MANILA.						
IN PORT ON 15TH SEPTEMBER, 1884.						
Burdwan	June 27		Brit. bk	803	Ker & Co	Liverpool
Cashmere	Sept. 8		Amr. bk	937	Smith, Bell & Co	
G. Goodwin	Sept. 12		Amr. sh	1414	Smith, Bell & Co	New York
Lord Dufferin	July 12		Brit. sh	1697	G. Mackenzie & Co	S. F'cisco
M. of Marine	July 12		Brit. sh	1618	Peele, Hubbell & Co	U. States
Marabout	July 11		Brit. sh	1497	Inchausti & Co	New York
McNear	July 13		Amr. sh	1245	Ker & Co	Astoria
Mindora	July 16		Amr. sh	1021	Ker & Co	Boston
Pilgrim	Aug. 4		Am. bk	913	F. Richardson & Co	U. States
Reporter	June 26		Amr. sh	1286	G. Mackenzie & Co	Liverpool
Sarmatian	July 26		Brit. sh	1193	Smith, Bell & Co	
Silas Fish	Aug. 19		Amr. bk	647	Peele, Hubbell & Co	
ILOILO.						
IN PORT ON 11TH SEPTEMBER, 1884.						
A. W. Weston	Aug. 28		Amr. bk	703	Peele, Hubbell & Co	U. States
Corypheus	Aug. 19		Amr. bk	812	Ker & Co	New York
Jupiter	Sept. 6		Ger. bk	729	Ker & Co	U. States
Lennox Castle	June 28		Brit. bk	693	Ker & Co	Hongkong
Minnie Allen	Aug. 16		Amr. bk	629	Ker & Co	Boston
Oblio	May 28		Ital. bk	661	J. Carballo	U. States
Pansy	May 26		Amr. sh	1131	Ker & Co	Boston
CEBU.						
IN PORT ON 7TH SEPTEMBER, 1884.						
Macedon	Aug. 14		Brit. sh	1483	J. Smith	Liverpool
Pepita	July 23		Span. bk	512	J. Smith	
Schiller	Aug. 31		Ger. bk	1227	Smith, Bell & Co	Boston
BANGKOK.						
IN PORT ON 6TH SEPTEMBER, 1884.						
Billy Simpson	Aug. 25	Brown	Brit. bk	432	Lee Hong Gee	
China	Mar. 8	—	Siam. bg	199	Cheang Pan	
Diamond City	Jan. 24	Spencer	Siam. bk	261	Poh Chin S[illegible]	
E. Rondanino	Aug. 21	Villo	Ital. bk	613	A. M. & Co	
Hei Cheong	Aug. 20	Plettner	Brit. bk	325	Tan Hak Po	
Hero	Mar. 22	Meyer	Siam. bg	173	Chinese	
K. Soon Hoeat	Feb. 23	Nistol	Siam. lug	208	Cheang Poh	
Long Hin	May 7	Chinese	Siam. bg	—	Phia Sombaty Pairou	
Mercury	May 14	Hennings	Siam. bg	102	Chinese	
Phoenix	Mar. 23	Argeenor	Siam. sch	—	Manng Sui	
P. Seraphi	April 25	Vil	Siam. bk	454	Tasker S[illegible] & Co	
Race Horse	May 23	Brahn	Siam. bk	337	P. T. & Co	
Shahul Hameed	Sept. 3	Syed	Brit. sch	65	Malay	
Starlight	Oct. 16	Moller	Siam. bk	570	Poh Tek	
Tek Li	Aug. 26	Niedenfahr	Brit. bk	330	Goan Goan	
Telegraph	April 2	Sequeira	Siam. bk	337	Chinese	
Young Siam	Aug. 14	Michaelsen	Siam. bk	701	Poh Hee	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	840	Com. Hicks	Hankow
Audacious	double-screw iron frigate	14	4330	Captain Pearson	Hongkong
Champion	corvette	14	2340	Captain Powlett	Foochow
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Shanghai
Cockchafer	gunboat	4	470	Lt.-Com. R. L. Groome	Tamsui
Curacoa	corvette	14	2340	Captain Austruther	Chefoo
Daring	composite sloop	4	920	Com. Laurence Ching	Ningpo
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Gamble	Chefoo
Flying Fish	sloop	4	840	Capt. J. F. L. P. Maclear	Nagasaki
Fly	double-screw gun-vessel	4	490	Com. John Hope	Shanghai
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Foochow
Linnet	gunboat	5	1050	Commander G. W. Hill	Hongkong
Merlin	composite gunboat	4	490	Lt.-Com. R. B. C. Brenton	Foochow
Midge	double-screw gun-vessel	4	470	Com. Hothan	Foochow
Pegasus	sloop	6	970	Com. Bickford	Singapore
Sapphire	corvette	12	2360	Capt. R. G. Kinahan	Amoy
Swift	double-screw gun-vessel	5	1010	Lt.-Commander Boteler	Hongkong
Tweed	double-screw gunboat	3	340	Lt.-Com. Chas. I. Briggs	Swatow
V. Emanuel	receiving ship	20	—	Commodore Morant	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lt.-Com. T. E. Maxwell	Hongkong
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Foochow

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Atalante	French frigate	—	—	Captain Treve	Foochow
Abreck	Russian gunboat	7	300	Captain Schanz	Nagasaki
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Albatros	Austrian gunboat	—	—	Captain Wostry	Shanghai
Alert	American corvette	4	800	Commander J. C. Barclay	Canton
Amaki Kan	Japanese corvette	—	—	Commander Jago	Hongkong
Aragon	Spanish frigate	—	—	Captain Zuloaga	Amoy
Aspic	French gunboat	—	—	Capt. M. de F. Jonquières	—
Bayard	French frigate	14	—	Capt. Parrayon	Keelung
Chateau Renaud	French corvette	—	—	Captain Boulineau	Foochow
Cristo. Colombo	Italian corvette	—	—	Captain Apoinni	Shanghai
Da. Estephania	Portuguese corvette	—	—	Capt. F. da Costa Cabral	Cruising
D'Estaing	French cruiser	15	—	Captain Coulombeaud	Formosa
Drac	French corvette	—	—	Captain Ferrat	Foochow
Duguay-Trouin	French corvette	—	—	Captain Muret de Pagnac	Keelung
Enterprise	American corvette	6	800	Commander A. S. Barker	Chefoo
Ermak	Russian transport	—	80	Captain Koltchan	Vladivostock
Gornostai	Russian gunboat	7	80	Commander Stark	Shanghai
Iltis	German gunboat	4	340	Lieut.-Com. Rotger	Hongkong
Juniata	American corvette	8	900	Com. P. F. Harrington	Shanghai
La Galissonière	French frigate	14	—	Captain Fleuriais	Foochow
Lynx	French gunboat	—	—	Captain Blouet	Keelung
Lutin	French gunboat	4	100	Captain Debar	Shanghai
Minin	Russian frigate	—	6000	Captain Gronquist	Nagasaki
Monocacy	American gunboat	6	750	Com. F. J. Higginson	Foochow
Morge	Russian gunboat	7	80	Commander Boyle	Vladivostock
Naesdnik	Russian corvette	13	250	Captain Kalagerass	Shanghai
Nautilus	German gunboat	4	600	Captain Aschenborn	Tientsin
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Opritchnik	Russian cruiser	13	250	Capt. B. Ivashentzoff	Nagasaki
Ossipee	American corvette	8	800	Capt. J. J. McGlinsey	Shanghai
Palos	American gunboat	6	500	Com. G. D. B. Glidden	Yangtsze
Parceval	French gunboat	—	—	Captain Thounin	Foochow
Pluvier	French des.-vessel	—	—	Captain Poidloue	Saigon
Prinz Adalbert	German corvette	14	1800	Captain Hensing	Nagasaki
Rasboynik	Russian cruiser	8	250	Captain Pojarsky	Korea
Saone	French cruiser	—	—	Captain W. Nonin	Cruising
Skobeleff	Russian corvette	—	—	Captain Blazodareff	Vladivostock
Sobol	Russian gunboat	7	80	Commander Boyle	Tientsin
Stosch	German corvette	18	2500	Captain von Nostitz	Shanghai
Taniega	Portuguese gunboat	—	—	Capt. Avila	Macao
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Trenton	American frigate	14	—	Captain Phythian	Shanghai
Triomphante	French ironclad	14	—	Captain Baux	Keelung
Vanadis	Swedish frigate	—	—	Commodore Lagerberg	Yokohama
Velasco	Spanish cruiser	3	1500	Capt. D. E. Butren	Manila
Villars	French corvette	15	600	Captain Vivielle	Cruising
Vipère	French gunboat	—	—	Captain Picard	Keelung
Volta	French cruiser	—	—	Captain C. A. Gigon	Foochow
Wolf	German gunboat	4	340	Lieut.-Com. von Raven	Amoy

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	250	75	—	—
Chee-hing	Revenue cruiser	2	30	20	—	Hongkong
Chien-jui	Revenue cruiser	3	80	17	J. Stewart	Canton
Chien-to	Viceroy's gunboat	7	250	75	F. Bessard	—
Ching-tsing	Viceroy's gunboat	4	180	60	—	Canton
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-chong-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-king-ching	Viceroy's gunboat	—	—	—	Leung Yiu Ting	Hongkong
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Chow Shoi	Canton
Feng-chao-hai	Revenue cruiser	4	562	125	Lie-ping-tie	Canton
Quang-on	Viceroy's gunboat	4	120	40	Yang Yung Lin	—
San Hang	Viceroy's gunboat	—	—	—	Chinese Admiral	Bogue Forts
Tching-on	Viceroy's gunboat	2	120	40	Ching	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	—	—

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